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THE DRAGON MOTOR
CAR CO., LTD.
32 WONG NEE CHUNG RD.
HAPPY VALLEY

Later.
The electric state of the atmosphere here is exemplified by the
(Continued on Page 9.)

A notice issued by the Colonial Secretariat states that travellers entering China by any overland route or by any port, other than a treaty port, are required by Chinese regulations to hold passports which have been *visa*ed by a Chinese Diplomatic or Consular officer, and it is understood that these regulations will be strictly applied in the future.

The second man who was arrested at about the same time, was found to have one hundred rounds of ammunition stored in a bronze pot. It was significant that the ammunition fitted the automatics.

The two prisoners were charged formally before Mr. R. E. Lindel at the Central Magistracy this morning, and were remanded for three days in police custody, on the application of Inspector Shanahan.

Buenos Aires, March 12.

There has been a memorable function here to-day. Señor Franco, the aviator, handing over his pet plane to the Argentine Government. Franco's mechanic takes back a purse of \$40,000 raised by Spaniards in Buenos Aires.—*Reuter.*

Dollar on demand 2s.35.16d.
Lighting-up 6.26 p.m.

Maoy Hirtel says a woman is always sure she is right until she comes to backing her opinion with money.

It is almost as hard for a poor man to remain in Hongkong as for a rich man to enter the Kingdom of Heaven.

BANK LOAN CASE.

MR. LAMBERT CROSS-EXAMINED.

His Loans From the Man Chuen Bank.

The case in which Messrs. Moxon and Taylor are claiming \$37,000 from the Man Chuen Bank was continued in the Supreme Court before Sir Henry Gollan yesterday afternoon.

The court had stood adjourned from the previous day and Mr. H. A. Lambert went into the witness box and was cross-examined by Mr. F. C. Jenkin. Mr. Eldon Potter K. C. appears for the plaintiffs.

Mr. Jenkin: Do you suggest that this transaction was governed by the rules of the Stock Exchange?—Yes, I do.

You say the bye-laws printed on the back of the contract apply to this loan transaction?—Yes, that is my opinion.

Mr. Jenkin: Oh, yes, I want to see how it fits in with your previous evidence. These bye-laws on Messrs. Moxon and Taylor's contract are the same?—Yes.

Then would you say that the letter from Moxon and Taylor asking for a margin to be set up was justified?—Yes.

Yet you told us previously it was not. In your view that letter was what you would have expected to get from Moxon and Taylor?—Yes.

Have you always held that view?—Yes.

Did you hold it yesterday afternoon?—Some of your questions I didn't quite understand.

I put question after question to you yesterday that if it was a loan Moxon and Taylor had no warrant at all for writing that letter to you and you agreed and so did Mr. Nissim.

Change of Opinion.

Witness: I must have misunderstood you.

His Lordship: Then this expression of opinion is the one you now hold?—Yes.

Mr. Jenkin: Then the change is due entirely to misapprehension of my question?—Yes.

So Moxon and Taylor were entitled, if you didn't pay the \$30,000 margin, to sell the shares although it was a pure loan?—Yes. And you in a like manner could call on the Man Chuen Bank to pay that margin although it was a pure loan?—Yes.

If it was a pure loan Moxon and Taylor could have called for the name of your principal?—That I don't know.

You say you can't tell me?—A case has never arisen where I have been called on for a margin.

If this was a pure loan Moxon and Taylor would be entitled to call for the name of the borrower?—I can't tell. I have an idea we never tell the name unless called upon to do so by the Stock Exchange.

In a case where you are nothing more than an agent?—Quite.

His Lordship drew attention to the matter that the document between Moxon and Taylor and Lammeris was similar to the one between Lammeris and the Bank and said he understood that defendants said one was a loan and the other not.

Mr. Ross's Affidavit.

Mr. Jenkin continuing—I find in Mr. Ross's affidavit that he understood that you were the agents of Messrs. Moxon and Taylor. He was your special manager. That is very curious isn't it? I put it to you that you never told Mr. Ross that you were the agents of the Man Chuen Bank?—It was not necessary.

Pressed on the point witness said he did not know.

Mr. Jenkin: Did you at any time tell him what, in your view, your position was in the matter?—I can't say.

You left it to Mr. Ross to gather as best he could what the position was?—I thought all along that Mr. Ross knew that Moxon and Taylor wanted their money and it was his business to get it.

Did you ever suggest that you were the agents of the Man Chuen Bank?—I didn't put it in so many words.

Never in any way that it could be inferred you were their agents?—With the exception of saying that we were brokers, his own commonsense.

Did you ever tell Mr. Ross you were the agents of the Man Chuen Bank?—

Witness: That is hardly a fair question my Lord.

His Lordship: It is a perfectly fair question and you can say yes or no.

Witness: I can't remember.

Destination of the Money.

You remember the interview in the Official Receiver's office. Up to that time had you made your position clear to Mr. Ross?—Naturally I told him the Man Chuen had borrowed the money.

From Moxon and Taylor?—Yes. So that he knew on October 6, that this money was due to Moxon and Taylor?—Yes.

All the principal and all the interest?—Yes.

If this money had been paid by the Man Chuen by October 6, where would it have gone?—I can't say, the special manager would do it.

Do you suggest that if the money had been collected that it would have gone to benefit your estate or to Moxon and Taylor?—I could not tell you.

Was not one of the reasons for the meeting at the Official Receiver's office the question of an outstanding debt to the estate of Lammeris?—No. I have an idea that Moxon and Taylor had approached Mr. Ross in connection with the matter saying they wanted the money.

Do you suggest that Mr. Ross was using his official position to collect money which would go to Moxon and Taylor?—He was our special manager appointed by the Official Receiver.

Why was the letter from the Man Chuen Bank addressed to you and not to Moxon and Taylor if everyone was aware of the position?—I don't know.

I put it to you that the real reason was that you had never informed Mr. Ross that it was to Moxon and Taylor the money was due and that you were agents?—

Witness: Then I am lying.

Mr. Jenkin: That is the only thing unless your recollection is wrong on that point.

Special Manager and the Debt.

Do you know that Mr. Ross went to the Man Chuen Bank to collect this money personally?—Yes, I think I went with him.

Was it for payment to Moxon and Taylor?—I don't know what Mr. Ross would have done with it.

Do you know that on November 6 Mr. Ross went in person to collect this money?—He may have done.

The same day he wrote a letter to the Bank telling them that unless the money was paid by 2 p.m. he would put the matter in the hands of a solicitor. Did you never know that?—No.

Mr. Jenkin asked leave to have the letter marked on condition he proved it later.

All that trouble when not a cent would go to the estate of Lammeris but to Moxon and Taylor?—Naturally we tried to help to recover debts.

LATE MR. J. GIBSON.

FUNERAL YESTERDAY.

There was a large gathering at the funeral of the late Mr. John Gibson, which took place at Happy Valley yesterday afternoon, the Rev. J. H. Johnston officiating.

Among those present were:

Mr. James Adam, brother-in-law (chief mourner), Messrs. T. Arnott (Works Manager, Green Island Cement Company), R. Taylor (Chief Engineer), J. J. Cameron, S. S. Harris, B. V. Jemchoojin, H. Goodier, E. Docherty, R. E. Hoare, G. H. Cuthill, J. C. Brown, J. E. Anderson, A. G. Gordon, Ah Ping, T. V. Harmon, V. Jarrett, J. H. Hunt and D. E. Evans.

Wreaths were sent by the following: His loving Mother, Margaret, Brothers and Sisters, Messrs. Thomas Arnott, H. Pooley, A. Keith, V. Jarrett, James Petrie, Ah Ping, Leung Ping and Tsang Yau, Mok Hoi and Lee Yuk-po (Hok Un Cement Works); Mr. and Mrs. J. Cameron, Mr. and Mrs. J. Fraser, Mr. and Mrs. McKelvie, Mr. and Mrs. R. E. Hoare, Mr. and Mrs. J. C. Brown and family, Mr. W. D. Bell and family, Mr. and Mrs. J. Morrison, Mr. and Mrs. Peoples, Mr. and Mrs. Forsyth and family, Mr. and Mrs. G. H. Cuthill, Mr. and Mrs. E. Docherty, European Staff of the Green Island Cement Company, the Hok Un Cement Works Office Staff, the Old Factory Staff of the Hok Un Cement Works, the Golf Club, and Members of the European Y. M. C. A.

Thought He Was Wrong.

I put it to you that up to November 6, you had never given Mr. Ross the slightest idea but that you were the principal creditor of the Man Chuen Bank, that the money was due to you and that when available it would go to your estate for the benefit of your creditors?—I think you are wrong.

You only think I am wrong. I put it to you that as a result of that letter by Mr. Ross the Bank people called on him and the Bank's solicitors called on him?—I don't know.

And that they told Mr. Ross that Lammeris owed them more than this amount?—Yes, I believe Mr. Ross did tell me that.

Witness denied that the Bank representatives said anything about what Lammeris owed them in the interview at the Official Receiver's Office.

The object of that interview was to get this money repaid to the special manager?—Yes. Lammeris' Loan From The Bank.

When they knew that Mr. Ross was the official representative of Lammeris' estate?—I suppose they did.

One of the objects of that meeting was to identify the bank with the debt?—I can't say.

All the reference to it in your books was in the name of Tsang?—Yes.

Do you suggest that at that meeting there was no reference made of your debt to the bank?—No.

Witness agreed to certain suggestions put that he raised loans from the Man Chuen Bank for his firm on shares, China Sugars and Ewo Cottons, agreeing that owing to the fall of the shares in the market, had he taken them over on June 6 he would have had on his hands shares that had depreciated in value to the extent of \$7,500. The loans were not repayable until June 23.

The case was adjourned until Monday.

STRIKING A MIDSHIPMAN.

DESPATCH SEAMAN COURT MARTIALED.

Sentenced to Six Months

Sentence of six calendar months detention and deprivation of one good conduct badge was yesterday passed by a Naval Court Martial on an able seaman of H.M.S. Despatch for striking a midshipman of the same ship.

The Court Martial assembled on board H.M.S. Despatch, and was presided over by Capt. J.C. Hamilton.

The accused was A.B. Reginald Booth of H.M.S. Despatch and the charge against him was that of striking Midshipman C.R.S. Farquhar of the same ship. Capt. R.C. Davenport was the prosecutor, Paymr. Lieut.-Comdr. F. R. Porter was Judge Advocate and Sub-Lieut. F.E.J. Gillman was accused's friend.

The Judge Advocate read the circumstantial letter reporting the accused for misconduct. From this it appeared that on Friday, March 5th, the accused was taken before the officer of the day, Lieut. G. N. Rawlings, for not having unlocked the transmitting station, and after investigation he was ordered to be placed on the Commander's report. It was alleged that Booth struck Midshipman Farquhar on the right cheek and knocked him down.

The accused pleaded guilty to the charge and Sub-Lieut. Gillman read a statement in mitigation. In this the accused stated he fully realised the gravity of the offence, pleaded guilty and urged that at the time of the occurrence he was in a very disturbed state of mind. The key of the transmission station had not been returned and it was owing to this that the trouble occurred. Midshipman Farquhar shortly after seven o'clock asked him why he was not in the transmission station, and after his explanation, he proceeded to work there. Later he was called before the officer of the day, who investigated the circumstances. The fact that he considered the charge unfair, that this was the third occasion Mid. Farquhar had reported him, and that the officer of the day had conducted the case in a sarcastic and casual manner was too much for him, the accused said, and he was carried away by his sense of grievance.

The Court accepted the plea of guilty and passed sentence as above stated.

CHINA'S UNREST.

ASCRIBED TO MOSCOW AGENTS.

Anti-Communist Campaign.

(Our Own Correspondent.)

Shanghai, March 12. The public campaign directed against Communism was opened by the newly-formed Constitutional Defence League, comprising fourteen nationalities, including Chinese, with mass meetings in the International and French Settlements and by the Japanese community.

Speakers ascribed the outbreaks of unrest throughout China directly to the activity of Moscow agents, seeking to bring about a revolution, which would succeed, unless actively checked, in making the campaign worldwide.

Representatives for New York and London were appointed.

It is estimated that 205,000 Shanghai workers were kept idle last year, after Moscow had contributed \$85,000 and five million gold roubles.

INSPECTOR CASHMAN.

PRESENTATION AT WATER POLICE STATION.

Farewell Gifts.

The canteen of the Water Police Station was the scene last night of a very interesting presentation, when members of the Police Force gathered to bid farewell to Inspector T. Cashman, who leaves for England to-day on the s.s. Kashmir. Inspector Cashman is retiring after nearly 30 years service in the Hongkong Force.

He joined as a constable in 1898, ten years later was made a Sergeant, and in 1919 was appointed an Inspector. Since the death of Inspector Angus he had been in charge at the Water Police Station.

The presentation was made in the presence of over 20 fellow officers by Inspector Spear, who said he remembered Insp. Cashman so far back as 1909. He paid tribute to his qualities as an officer and a colleague, and proposed his health, which was drunk enthusiastically.

The gifts consisted of a silver spirit kettle, a silver cake dish, and a case of silver spoons. One of the company, who evidently knew of Insp. Cashman's weaknesses, also offered him a packet of chewing gum and a cigar, which were also appreciated.

Insp. Cashman suitably replied, and warmly thanked the donors for their kindness.

ITALIAN LABOUR.

COMPULSORY ARBITRATION INTRODUCED.

"Revolutionary" Measure.

Rome, March 12. The Senate has approved by 188 votes to 25 the Fascist Trade Unions Bill, providing for compulsory arbitration in labour disputes.

Signor Mussolini described the measure as the most revolutionary yet produced by the Fascist Government.—Reuter.

Disciplinary Object.

Rome, March 12. Signor Mussolini's speech in the Senate on the subject of the Fascist Trade Unions Bill emphasised the disciplinary character of the measure, pointing out that Fascist syndicalism now comprised two million agricultural and industrial workers, a formidable, obedient force completely controlled by Fascism and the Government, and fully appreciating the value of the function of capitalism and necessity for co-operation therewith.

The Fascist conception was that all must be within and none outside the State; above all, nobody must be against the State. The struggle for life was such now, days that no nation could indulge in luxury strikes.—Reuter.

LOCARNO PACT.

DOMINIONS DELEGATES AT GENEVA.

Geneva, March 12.

The Dominions' representatives to the League Assembly met Sir Austen Chamberlain in the Hotel Beau Rivage at nine this morning, and conferred with him for an hour.

A meeting of the signatories of the Locarno Treaty followed.—Reuter.

WHAT TO DO FOR A COLD.


A hot bath at bedtime, followed by a laxative, is the right treatment for a cold, and the best laxative to use is Pinkettes. These dainty little pills dispel constipation, gently stimulate

Pinkettes

the liver, banish bilious attacks and sick headaches, clear the skin, purify the breath, relieve Piles.

Your chemist sells them, or post free, 60 cents per vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.



RICH—WHOLESOME—PURE

DAIRY FARM MILK

Every glassful is a health-builder and health-protector

Our milk is tested daily and **MUST** come up to our Standard of Purity and Creamy Richness.

Every morning finds it at your doorstep with unfailing promptness.

DRINK AND USE MORE MILK.

The Dairy Farm, Ice & Cold Storage Co., Ltd.

Lung trouble

can often be avoided by the timely use of SCOTT'S Emulsion which is widely prescribed in all affections of the throat and chest. Ask for

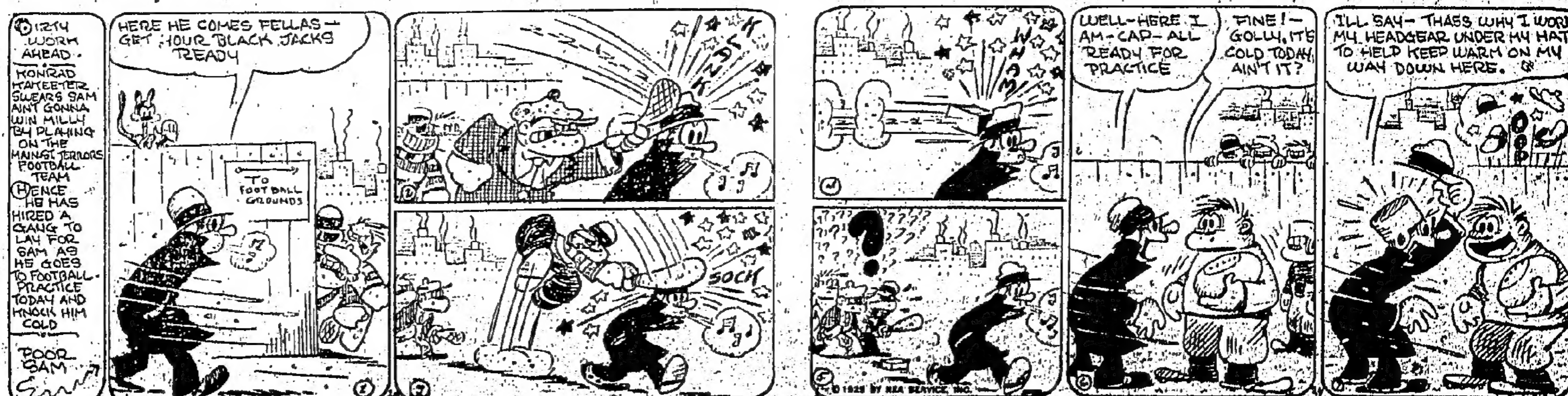
SCOTT'S Emulsion
The protector of life

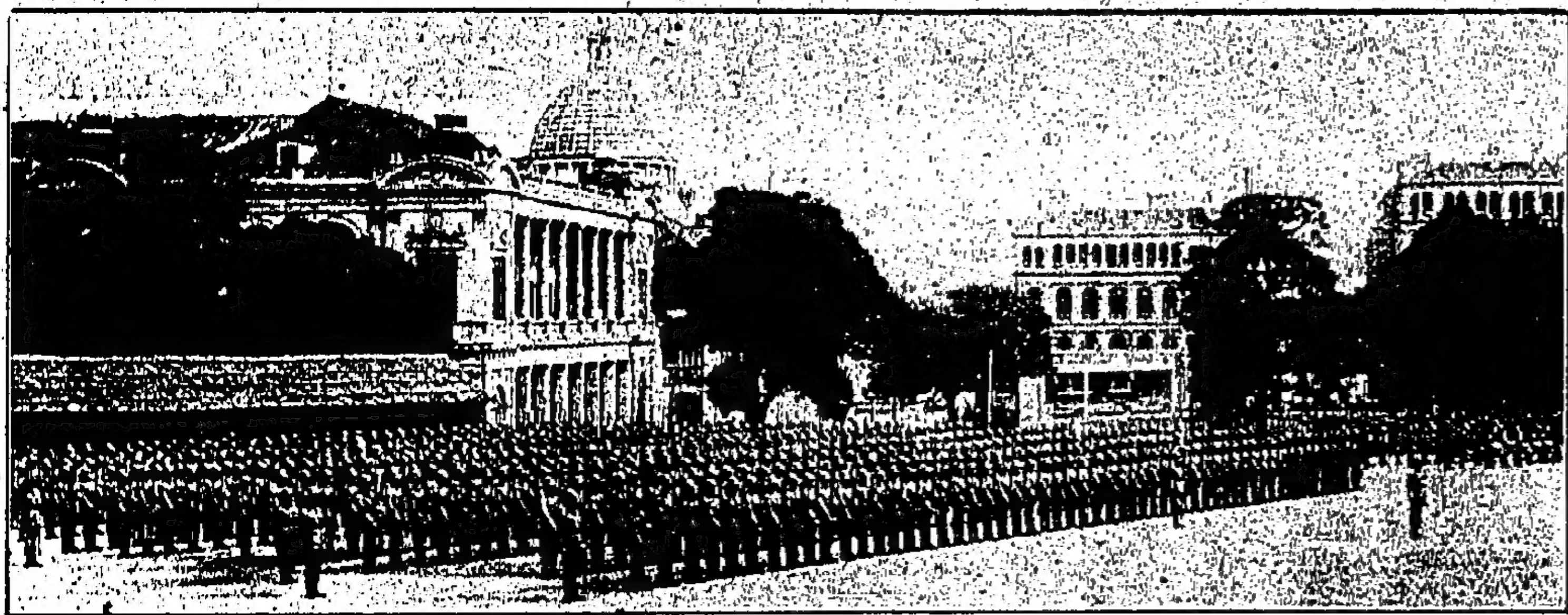


SALESMAN SAM.

Married Men, Here's An Idea

By Swan

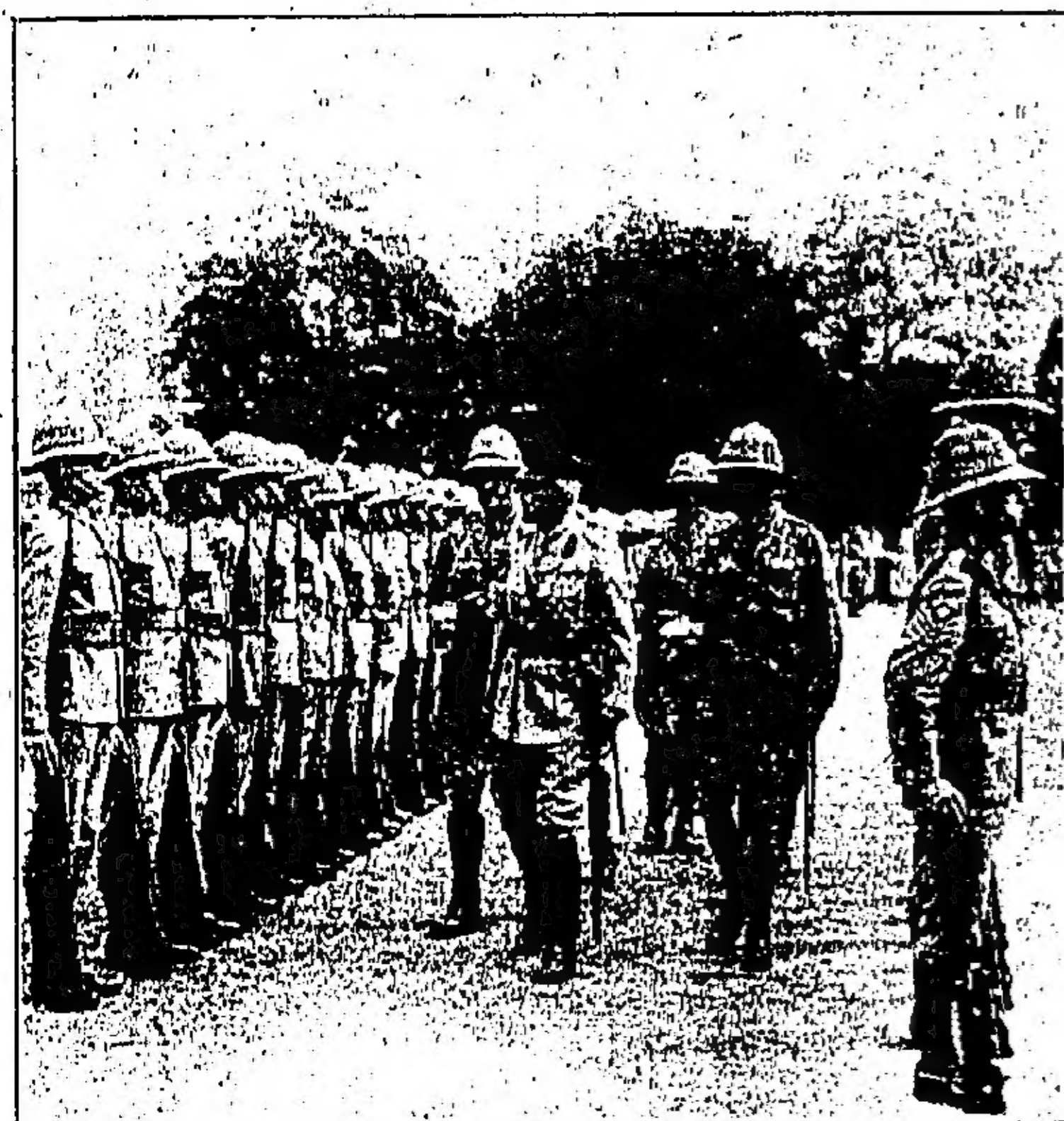




The General Salute, being given by the 1st. Batt. East Surrey Regiment, when they were inspected on Tuesday, by H. E. the General Officer Commanding, Major General C. C. Luard, C.B., C.M.G. (Photo: Ming Yuen.)



Major General Luard, with Staff Officers, walking down Garden Road, to inspect the East Surrey Regiment. (Photo: Ming Yuen.)



H. E. the General, inspecting the Companies on parade at the East Surrey's annual inspection. (Photo: Ming Yuen.)



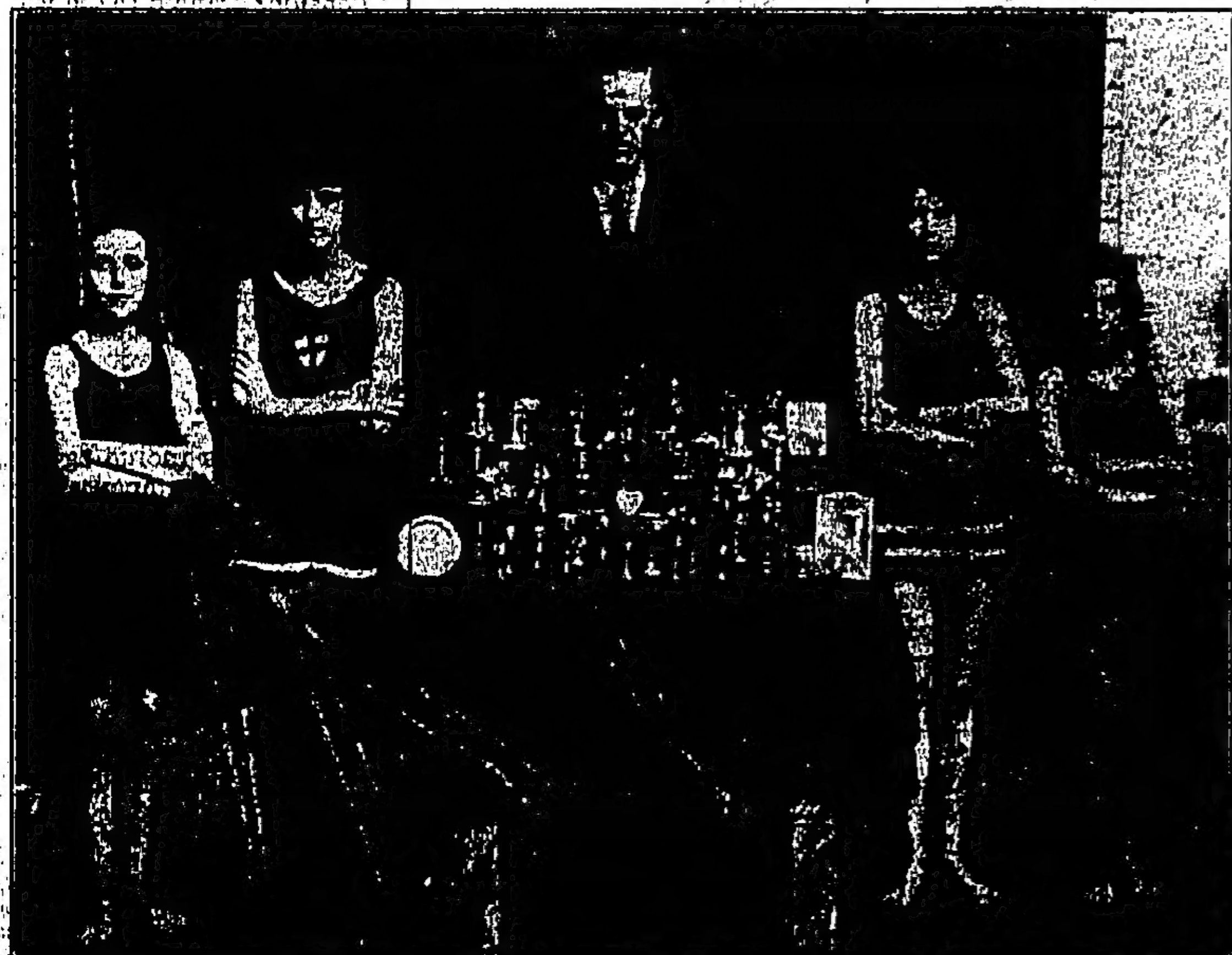
A Vickers Gun outfit, mounted on Harley-Davidson combination, belonging to the Armoured Car Company, Volunteer Defence Corps. Left to right: Cpl. Spradberry, Sergt. Edwards and Company Sergeant-Major Hancock.



Group taken at the wedding, at Union Church, of Mr. G. W. Reid and Miss Isabella W. Strong. (Photo: Ming Yuen.)



Mr. R. J. Remedios, who has just completed 50 years' service in the Mercantile Bank of India in Hongkong, of which he has been chief clerk since 1884. (Photo: Ming Yuen.)



The Garrison School swimming team, with their trophies. Left to right: Phyllis Hunt, Ena Allen, Mr. T. Harrison (Headmaster), Maude George and Doris Hunt. (Photo: Mee Cheu g.)



Armoured Car No. 1, belonging to the Armoured Car Company, Volunteer Defence Corps, which mounts one Vickers Gun and one searchlight, fully armoured with high tensile steel.

Tennis Shirts

White Oxford Mat
Wash and Wear well \$6.50
White Lustre Poplin
Light, and Strong \$7.50
Light Weight Flannel
Guaranteed unshrinkable...\$7.50

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Official Photographers to the "H. K. Telegraph"

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"PATRICIA" VEST
For Ladies



A fine cotton ribbed vest
with opera tops. Good
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HONGKONG.

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25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392, 1342, 1397, 1409, 1418, 1375, 1441, 1444, 1456.

POSITION WANTED

LADY. Trained London Hospital nurse, is willing to undertake care of invalid or as children's nurse in return for passage to England. Highest references. Hunt, Y. M. C. A. Kowloon.

WANTED.

WANTED.—Lady stenotypist by local shipping company, with office experience. Apply Box No. 1464 c/o "Hongkong Telegraph."

WANTED PEAK, Midlevel, Kowloon. House with tennis court. Clients will pay \$200 to \$400 rental for suitable place. Flats wanted in good localities. Houses and building lots for disposal. Small Investors. Tel. 4630.

PREMISES TO LET

TO LET.—EUROPEAN RESIDENCE, within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms, up-to-date sanitation, electric light, gas, as well as garage, at \$175.00 monthly. These residences on Mount Davis Road, Pokfulam, face South and are situated in one of the most delightful localities in Hongkong. It is hoped very shortly to provide this neighbourhood with a bus service at popular rates. Apply to F. A. JOSEPH, Prince's Bldg. Telephone No. 916.

TO LET.—Furnished. From May—for short or long term. Four room flat in Armand Building—Top Floor. Modern sanitation. Two bathrooms. Apply—S. J. JORDAIN, c/o Lane, Crawford, Ltd.

TO LET.—Five-roomed House with modern conveniences in Granville Road, Kowloon. Apply to Spanish Dominican Procuration.

TO LET.—Four roomed flat, furnished or unfurnished in Armand Buildings, Kowloon, from 1st April. Apply Box No. 1463 c/o "Hongkong Telegraph."

OFFICES TO LET.—In Princes Building Top Floor. One or two rooms to let. Apply Harry Wicking & Co.

TO LET from April 7th, for six months, "Tai Wo" fully furnished six roomed house on Barker Road within five minutes walk of Tram Station. Staff of experience and long service to the Advertiser will be left in the house. Apply, Holyoak, c/o Holyoak, Massey and Company, Limited.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TWO large rooms excellently situated for offices on the 2nd and 3rd floors of "St. George's" Building facing Igo House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to Banque de l'Indochine Chater Road.

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING" opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

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VICTORIA HOTEL, QUIET RESIDENTIAL APARTMENTS.—Full board small room \$85. monthly. Medium sized room \$120 inclusive Large commodious bed sitting-rooms \$130 monthly 1 minute from Ferry. Next new hotel Hankow Road, Kowloon. Tel. K.357.

FOR SALE.

FOR SALE.—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

FOR SALE.—Six-cylinder, seven-passenger Buick Touring Car in very good running order. Three new Tyres; other two in first class condition. On view at Dragon Garage, Happy Valley.

FOR SALE.

Double ended ferry steamers—"Southern Star" and "Northern Star." For particulars—apply to—"Star" Ferry Co., Ltd. Kowloon Hongkong, March 8, 1926.

THE HONGKONG JOCKEY CLUB.

It is regretted that the State of the Race Course will not permit of its use for School Sports or Athletic Meetings.

R. J. PATERSON, Clerk of the Course. Hongkong, 12th March, 1926.

NOTICE.

We have this day been appointed sole agents in Hongkong and South China for the Sale of Sakura Beer.

DONNELLY & WHYTE, 1st February, 1926.

COMPAGNIE DES MESSEAGERIES MARITIMES.

During my absence from the Colony Mr. C. R. MIOLLS will take temporary charge of this Company's Agency until further notice.

R. RODENFUSER.

1926 — 192.

Sealed Tenders will be received at the R. N. Hospital until 10 a.m. on the 20th March, 1926, from persons desirous of supplying Beef, Mutton, Poultry, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice, and other provisions, and necessities for the year ending 31st. March, 1927.

Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital. The right to reject the lowest or any Tender is reserved.

H. J. CHAYER, Surgeon Captain, R.N. R. N. Hospital, Hongkong, 11th March, 1926.

GREEN ISLAND CEMENT CO., LTD.

The THIRTY SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the Offices of the Company St. George's Building, Chater Road, Victoria, Hongkong on Wednesday 17th March, 1926, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st. December 1925, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be closed from Wednesday, 3rd March 1926, until Wednesday 17th March 1926, both days inclusive.

By order of the Board of Directors, SHEWAN TOMES & CO., General Managers.

HONGKONG JOCKEY CLUB.

The following is the Provisional List of dates upon which Extra Meetings will be held this season—

3rd April, 1st May, 5th June, 2nd October and early Nov.

By Order, O. B. BROWN, Secretary.

G. R. NOTICE.

CITY AND HILL DISTRICT WATER WORKS.

IT IS HEREBY NOTIFIED that, on and after MONDAY, the 15th instant, and until further Notice, the Supply of Water by means of House Services to Houses connected with the Rider Mains will be DISCONTINUED.

A Supply of Water will be given by Street Fountains in the Rider Main Districts.

HAROLD T. CREASY, Water Authority. Public Works Department, Hongkong, 11th March, 1926.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE is hereby given that the Fourth Ordinary Yearly Meeting of Shareholders of the Hongkong Engineering and Construction Co., Ltd., will be held in the Offices of Messrs. Shewan Tomes and Co., St. George's Building, Chater Road, Hongkong, on Wednesday, the 24th day of March, 1926, at 11.00 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1925, and of electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 18th to the 24th March, both days inclusive.

By Order of the Board, S. COURTNEY COOK, Secretary. Hongkong, 9th March, 1926.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The fifty-seventh Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 26th March, 1926, at noon, for the purpose of receiving the report of the General Managers, together with a statement of Accounts for the year ended the 31st December 1925.

The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, March 5, 1926.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. Andrew's Church, Kowloon. Fourth Sunday in Lent. 8.15 a.m. Holy Communion; 10 a.m. Young People's Service; 11 a.m. Morning Prayer. Preacher: Rev. G. F. Stopford, C. F. 2.45 p.m. Sunday School; 8 p.m. Bible Classes; 6 p.m. Evening Prayer. Preacher: Rev. R. O. Hall, M.C., M.A. British Secretary of the Y. M. C. A. Anthem: "Turn Thy face from my sins." Vesper. "Holiest, breathe an Evening Blessing."

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Wednesday Evening Meeting 5.30 p.m. Reading Room at above address, open Tuesday and Friday 10 a.m. to 12 noon. Monday and Thursday 5 to 7 p.m.

There has been one curious case at the Old Bailey in regard to the prosecution of a client in a tea shop charged with conspiring with a waitress to obtain food by false pretences. The suggestion was that in return for a weekly tip, the waitress undermarked his bills. The jury did not agree and I only mention the fact to remind visitors to London that tipping is again universal and notices "No Tipping Allowed" are so much waste paper. They really mean nothing wherever they may be displayed. The recognition of tipping is indeed illustrated by the new proposals for the reduction of taxi cab fares from 1s. for the first mile to 9d., it being the general conviction that the public will never pay out less than the round sum of twelve pence.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from Mr. J. Reid and Mr. K. E. Greig to sell by Public Auction,

on MONDAY,

the 15th March, 1926, commencing at 11 a.m., at Corn Hill, Quarry Bay.

A Quantity of Valuable Household Furniture.

Comprising—

Tapestry Covered Couch and Armchairs, Drawing Room Suite, Carpets, Rugs, Engravings, Pictures, Clothes Hangers, Glass Cabinet, Casement, Embroidered and Lace Curtains, etc., etc.,

Teak, Brass and Iron Bedsteads with Mattresses and Mosquito nets, Teak Single and Double Wardrobes with Bevelled Mirrors, Teak Dressing Tables with Bevelled Mirrors, Teak Chest of Drawers, Teak and Marble Top Washstands, Toilet Sets, etc., etc.,

Teak Extension Dining Table, Teak and Tapestry Covered Dining Chairs, Teak Sideboard with Bevelled Mirror, Teak Ice Chest, Teak Dinner Wagon, Cooking Utensils, Crockery, etc.,

(Chairs will be available at the foot of the Hill for intending purchasers.)

Catalogues will be issued. On view from Sunday, March 14th, 1926.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 16th March, 1926, commencing at 2.30 p.m., at No. 768, Nathan Road, Kowloon.

A Quantity of Valuable Household Furniture.

Comprising—

Blackwood Joss Table, Blackwood Tea Poy, Tapestry Covered Couches and Armchairs, Teak Glass Cabinet, Teak Double Bedstead with Wire Mattress and Mattress and Mosquito Net, Teak Wardrobe with Bevelled Mirror, Teak Dressing Table with Bevelled Mirror, Teak Chest of Drawers, Teak Desk, Teak Tables, Teak Dining Table, Teak Sideboard with Bevelled Mirror, Teak Dining Chairs, Ice Chest, Cutlery, Crockery, also

One Gramophone and 18 Records. Catalogues will be issued.

On View from Monday, the 15th March, 1926.

Terms:—Cash on Delivery. LAMMERT BROS., Auctioneers.

Hongkong, 12th March, 1926.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

of

The Valuable Leasehold Property, Situated at

No. 21 Robinson Road,

on

WEDNESDAY,

the 17th day of March, 1926,

at 3 o'clock p.m.,

by

Messrs. LAMMERT BROS., at their Saleroom, No. 5 Duddell Street, Hongkong.

For further particulars and Conditions of Sale apply to:—

Messrs. WOO and NASH, Mortgagees Solicitors, Bank of China Building, Queen's Road Central, or to

Messrs. LAMMERT BROS., Auctioneers, No. 5 Duddell Street. Dated 24th February, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 16th March, 1926, commencing at 11 a.m., at No. 153, The Peak.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue).

On View from Monday, the 15th March, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers. Hongkong, 12th March, 1926.

PUBLIC AUCTION.

The Undersigned, have received instructions to sell by Public Auction, on

FRIDAY,

the 19th March, 1926, commencing at 11 a.m., at Queen's Building Godown, Ground Floor, Water Front.

Old Iron, Old Ammonia Cylinders, Life Boat Sails, Fire Fighting Helmets with Bellows and Tubes.

1 Lot Cooking Pots, Cushion Covers, 6 Cases Tea.

5 Cases each containing 10 Gallon Tins Red Copper Paint, 1 Lot Steam Pipes for Steamers, Deep Tank.

Steel and Wood Purchase Blocks Double and Triple with Iron Shafts.

And A Quantity of Old Iron Cables. Terms:—Cash on delivery. LAMMERT BROS., Auctioneers.

Hongkong, March 11, 1926.

PUBLIC AUCTION.

The Undersigned, have received instructions to sell by Public Auction, on

FRIDAY,

the 19th March, 1926, at 11 a.m., "3 Second Hand Cylindrical Multi-tubular Marine Boilers 15' 9" diameter x 11' 6" long by Parsons Marine Steam Turbine Co., Ltd., Newcastle-on-Tyne.

Each with 4 Furnaces. Heating Surface 2897 Square Feet. Lying at Tai Koo Dockyard. Permits to inspect Boilers can be obtained from the Auctioneers.

Terms:—As Customary. LAMMERT BROS., Auctioneers.

Hongkong, March 11, 1926.

BY ORDER OF THE MORTGAGEE.

PARTICULARS AND CONDITIONS OF SALE

Of The VALUABLE LEASEHOLD PROPERTY Situate At

Shamshuipo in the Colony of Hongkong Nos. 60, 62, and 64 Yu Chau Street, Shamshuipo And Known As

SECTION D OF NEW KOWLOON INLAND LOT No. 42

To Be Sold By PUBLIC AUCTION.

Thursday, the 25th day of March, 1926, at 8 o'clock p.m.

By MESSRS. LAMMERT BROS., Auctioneers.

At their Saleroom in Duddell Street.

PARTICULARS. The property is situate on a piece or parcel of ground registered in the Land Office as Section D of New Kowloon Inland Lot No. 42. The said premises are held for the term of 75 years with a right of renewal of the further term of 24 years by a Crown Lease dated 31st day of December, 1910, and made between His Majesty King George the 5th of the one part and Li Ping of the other part subject to the payment of a proportion of the rent and performance of the covenants in the said Crown Lease.

For further Particulars and Conditions of Sale apply to Messrs. HASTINGS, DENNIS AND BOWLEY, Solicitors, 8 Des Voeux Road, Central, or to

Messrs. LAMMERT BROS., Auctioneers, Duddell Street, Hongkong, March 11, 1926.

THE AUCTIONEERING & BROKERING Co., Ltd.

4B, Duddell Street.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES.

The Auctioneering and Brokering Company Limited have received instructions to sell by

PUBLIC AUCTION

on WEDNESDAY,

the 24th day of March, 1926, at 8 o'clock in the afternoon at their Saleroom, Duddell Street, Victoria, Hongkong.

THE VERY VALUABLE LEASEHOLD PROPERTY situate at Queen's Road West Victoria aforesaid and registered in the Land Office as THE REMAINING PORTION OF SUBSECTION TWO OF SECTION B OF INLAND LOT NO. 834, IN ONE LOT.

The property consists of the newly erected restaurant intended to be used by the Chung Kwok Restaurant Co., Ltd.

The area of the property is 14,652 square feet or thereabouts and the Crown Rent payable in respect thereof is \$37.15 per annum.

For further particulars and conditions of sale apply to

Messrs. DEACONS, 1 Des Voeux Road Central Solicitors to the Mortgagees or to

THE AUCTIONEERING & BROKERING CO. LTD. The Auctioneers.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

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If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

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C. E. WARREN & Co., Ltd.

CHINA BUILDING (Opposite Queen's Theatre)

WAR - WIDOWS.

100,000 MARRY AGAIN.

Nearly 100,000 British war widows have married again. In most cases their pensions have ceased.

"The exact figure up to October last was 96,500," said an official of the Ministry of Pensions to a Daily Chronicle representative.

"A war widow who remarries forfeits her pension, but receives a gratuity. A widow of a private under 45 would get £35 15s. as gratuity—a useful sum with which to recommence house-keeping."

Pensions granted to the widows of ex-Service men up to the end of March last totalled 248,367.

This figure is taken from the annual report of the Minister of Pensions, issued yesterday, which further records that—

£560,000 BENEFIT.

£598,000,000 has been paid out in pensions, allowances, medical treatment and administrative expenses.

Cost for the year was £69,122,000. Beneficiaries including dependants, to whom compensation had been paid since the outbreak of the Great War, were 4,560,000.

On March 31 last beneficiaries in receipt of pensions or allowances numbered 1,905,000.

Of these 51,000 were disabled officers and their dependants or the dependants of deceased officers, and 1,854,000 disabled non-commissioned officers and men and their dependants or the dependants of deceased men.

At the close of the year claims were still being received at the rate of 1,000 a week.

Expenditure for the year was £3,352,498 less than the preceding year, and £27,530,027 below that for the maximum year, 1920.

Before You Advertise

COUNT THE "TELEGRAPHS" In The Streets

MASSAGE HALL

23 WYNDHAM STREET

MRS. H. MORITA.

Before You Advertise

COUNT THE "TELEGRAPHS" In The Streets

WAR INVENTION ABSURDITIES.

FLYING FISH HOOKS TO KILL GERMANS.

Poisoned fish hooks as instruments of death are among the fantastic ideas that have been brought before the Royal Commission on Awards to Inventors. They were suggested by an Irishman during the war.

Herring nets attached to long wooden rollers taken from domestic mangles, should, he proposed, be carried below aeroplanes. A poisoned fish hook should be tied to every mesh of the herring net. The aeroplanes so fitted should fly over the German lines, and when troops were seen marching, the nets were to be dropped on them. The soldiers entangled in the nets would struggle, and in so doing be scratched by the poisoned fish hooks.

Another man had a device for fitting a balloon with high explosives and a clock. The mechanism, at a given hour, would rip the balloon, and the explosives would drop on an enemy town.

Scores of inventors told the commission that they "won the war," and asked millions of money for their victory.

One man declared that but for his invention of a particular wooden rack for packing shells it would have been impossible to send any ammunition across the seas. Consequently he considered that he was the nation's greatest benefactor and should receive an adequate reward.

The explanation that a better rack had been in use years before he sent his plans to the War Office simply increased his feeling of injustice.

**FREE—10-Day Tube**

Nota Coupon
Maybe your teeth are gloriously clear, simply clouded with a film coat. Make this remarkable test and find out.

Dazzling White Teeth

Here is the quick, new way dentists are widely urging

Make this unique test. Give your teeth high polish and fresh, new color simply by removing the dingy film that coats them and invites decay and gum troubles.

THIS offers you a simple, scientific test—one judged the most remarkable of all dental tests.

It will bring out qualities in your teeth you do not realize they have. In a short time you can work a transformation in their color and their luster.

Modern science has evolved a new and radically different method which successfully removes the dingy film that imperils healthy teeth and gums.

Simply send the coupon. Don't think your teeth are naturally "off color" or dull. This will prove they are not.

Film—the enemy of beautiful teeth and healthy gums.

Run your tongue across your teeth, and you will feel a film... a viscous coat that covers them.

That film is an enemy to your teeth—and your gums. You must remove it.

It clings to teeth, gets into crevices and stays. It absorbs discolorations and gives your teeth that cloudy, "off color" look. Germs by the millions breed in it, and they, with tartar, are a chief cause of pyorrhea.

Protect the Enamel

Pepsodent distinguishes the film, then removes it with an agent far softer than enamel. Never use a film combant which contains harsh grits.

New methods remove it. And Firm the Gums

Now, in a new-type dentifrice called Pepsodent, dental science has discovered effective combatants. Their action is to curdle the film and remove it, then to firm the gums.

Now what you see when that film is removed—the whiteness of your teeth—will amaze you.

Ordinary methods fail in these results.

Harsh, gritty substances are judged dangerous to enamel.

Thus the world has turned, largely on dental advice, to this new method.

A few days' use will prove its power beyond all doubt.

Mail the coupon. A 10-day tube will be sent you free. Why follow old methods when world authorities urge a better way?

Pepsodent
The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-DAY TUBE FREE

THE PEPSODENT COMPANY,
Dept. Ch-18, 1104 So. Wabash Ave., Chicago, U. S. A.
Mail 10-Day Tube of Pepsodent to

Name _____
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Give full address. Write plainly. Only one tube to a family.

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BENEFICIAL TOBACCO.**SMOKING A TONIC OF NERVES AND STOMACH.**

A Harley Street doctor, writes:—

"I have a friend who, from time to time gives up smoking. He does this, or so he says, for the good of his soul. For the good of his body he returns to the habit."

"I never feel well," he told me the other day, "when I am a tobacco abstainer. My digestion always suffers and the activity of my digestive organs is reduced."

He is not the first man, nor woman, whom I have heard making this statement. There is, in my own mind at any rate, no doubt that tobacco exercises a useful effect on the stomach and bowels.

This, I think, might almost be inferred from the fact that over-smoking usually causes "heartburn" or excessive acidity of the stomach. A reasonable and normal amount of smoking probably acts as a stimulant or tonic of that organ. It certainly acts, as a gentle aperient.

But tobacco has other than merely direct influences on the digestive organs. As a "nerve soother" it induces that tranquil state of the brain in which the act of assimilation can best be carried out. That, I feel sure, is why so many people experience a desire to smoke immediately after a meal.

My friend, who gives up smoking, tells me that it requires all his moral courage to do without the post-prandial cigarette. Not even the joy of the morning pipe is so seductive as this after-dinner joy.

A BLESSED DISCOVERY.

In other words tobacco is a kind of "buffer" which mankind has learned to set between himself and cares and worries, which threaten to destroy his peace of mind. It is a "feather pillow" on which weariness and discontent may repose at ease.

From that point of view it is, without doubt, one of the most blessed discoveries ever made by humanity. For to be able to eat and rest with all the care-free abandon of a schoolboy in the middle of anxious days, is to possess a power of the greatest and most remarkable value.

Tobacco enables men and women to endure the strain of civilisation. Thus, in a sense, it is one of the safeguards of modern life.

It is also one of the supports of social intercourse. The man who does not smoke is always at a slight disadvantage as compared with the man who does. He may, possibly, though I dispute this—keep a clearer head. He cannot maintain so kindly a disposition.

Those who inveigh against this habit are apt to overlook these obvious considerations. I must confess, however, that certain ailments, and notably influenza, make smoking rather injurious while they last. A great many people suffer from giddy attacks if they try to smoke even a cigarette while their temperatures are much below, or above normal.

WHEN NOT TO SMOKE.

I do not know how to account for this rather curious state of affairs. Apparently the poisons of some diseases act on the nervous system in such a manner as to render extremely sensitive to the influence of tobacco.

When these poisons are present in the system, a single "whiff" has the effect of half-a-dozen pipes smoked in quick succession, and the well-known symptoms of tobacco poisoning quickly show themselves. The smoker grows faint and giddy, and may vomit.

It is of course, stupid to a degree to go on trying to smoke in such circumstances; and indeed, efforts to do this may result in collapse. The only wise course is to wait for that to-morrow when the poison of the disease will have left the system.

One of the very earliest signs of unfitness in my experience is excessive sensitiveness to tobacco. This sign should serve as a warning and should send a man to his doctor, or to the country for a rest.

There are, however, other ailments in which the sensitiveness to tobacco becomes less, so that very large amounts of it can be consumed without trouble. In these ailments smoking is probably a great blessing.

NEW HELICOPTER.**A "HUSH HUSH" APPARATUS.**

A dramatic story of the air became known in London recently.

Built secretly on the Continent, and now standing near completion, is an extraordinary new machine of the helicopter type.

It is the design of an engineer who has devoted himself exclusively for years to the problem of vertical flight.

Some experts have been allowed to see it. Others have examined the mass of technical data on which its design is based.

All agree that the machine, which employs the power of several engines according to a method never attempted before, may yet prove the world's first successful answer to the demand for a man-carrying heavier-than-air craft.

It will be able to rise straight up off the ground, hover motionless at any required height, and then descend straight down again on to a roof-staging or into any restricted space.

CONFIDENT OF SUCCESS.

And now comes the drama of the tale. Certain that he could win easily the £50,000 helicopter prize offered by the British Air Ministry, the inventor instructed representatives who are acting for him in London to register a formal entry for the competition.

They were officially informed that this could not be accepted, and that the competition was closed for any new entry.

The conditions of entry as originally published in May 1923 said: "All entries must be sent before April 30, 1924: in the

event of prizes not being awarded such prize will again offered for competition within a further period of one year from the date of the original tests."

Many people in the air world imagined that this contest was to be renewed annually until it was won.

The actual position is that although 15 or 16 inventors who have made early entries still have up till April 30 this year to make an attempt to win the prize, the Ministry is accepting no new entries.

ONEROUS TESTS.

If none of the earlier entrants succeed in completing the trials before April 30, the whole competition will close finally on that date.

Rules of the prize demand that the helicopter must:—

Go straight up and travel horizontally at 60 miles an hour.

Be brought to a standstill in mid-air, and to hover for 30 minutes.

Alight without injury with its motive-power cut off.

All these onerous conditions it is claimed the new "hush-hush" apparatus would be able to accomplish without difficulty.

But this wonder-craft has come upon the scene just too late, and the £50,000 is now beyond its inventor's reach.

Much speculation is being directed to the possibility of an attempt upon the prize by one of other of the earlier entrants.

Experts in close touch with the situation do not think that any of them will be in a position to make a serious bid for the £50,000 in the time available.

Thus in all probability the Ministry will not be called upon to pay out this big award.

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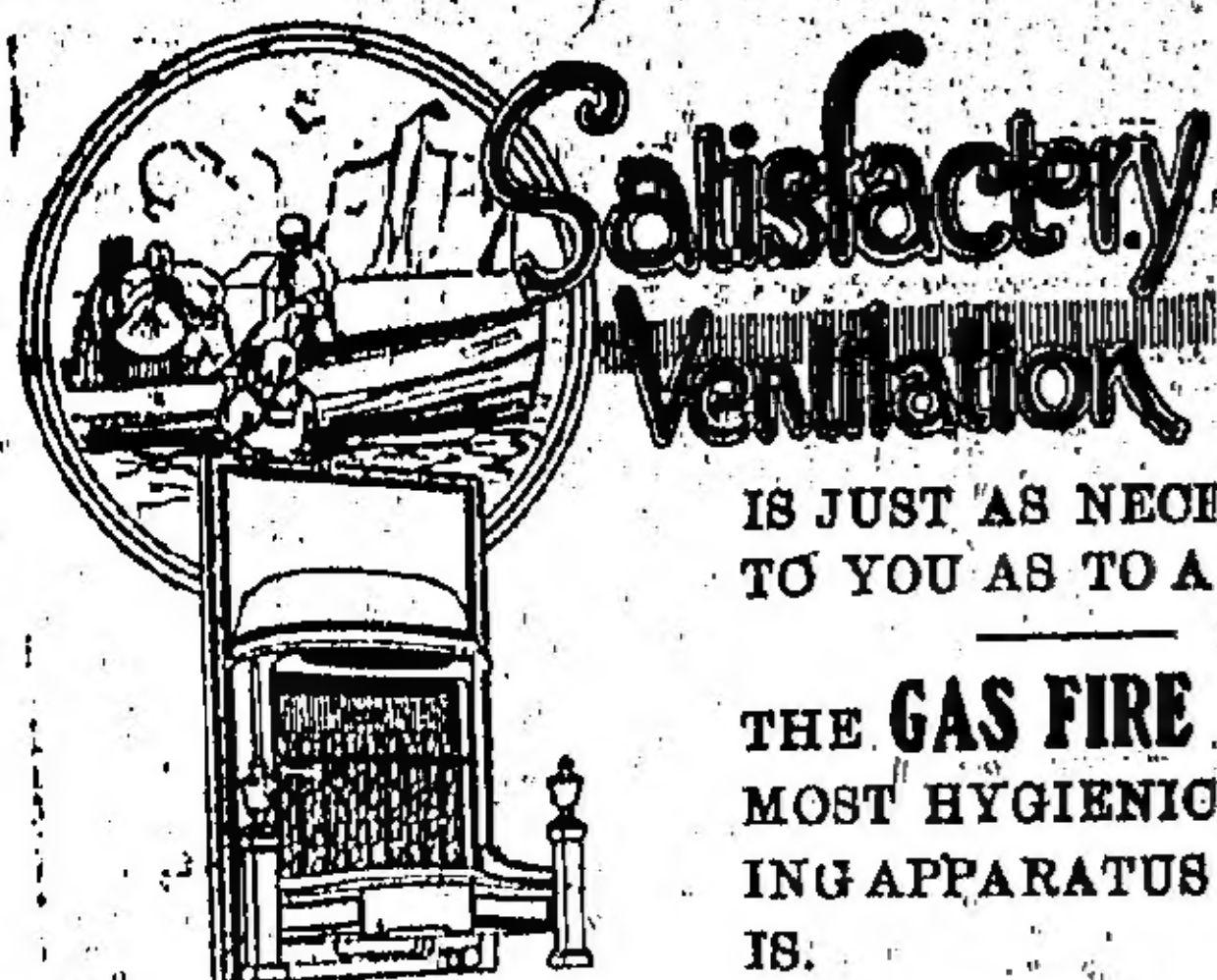
IT began in the United States—that overwhelming preference for "Turkish Blend" cigarettes—made of Turkish and American tobaccos blended. And wherever the "Turkish Blend" has been introduced, men have instantly preferred it to any single tobacco smoked "straight."

For three years a "Turkish Blend," Chesterfield, has been the fastest-growing cigarette, over there in the homeland of tobacco. And because smokers' desires are the same the world over, the same qualities of taste, fragrance, and delicacy of "balance" are steadily winning new friends for Chesterfield over here.

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— is making his name better known every day by his French Cooking, done exclusively with fresh butter.

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French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lebon."

TRoublesome COUGHS

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PINE TAR AND HONEY SYRUP.

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EASIER DIVORCE.

POSITION, A FEW YEARS
BACK.

Could our grandfathers divorce their wives?

Certainly, but there were limits. They applied, however, to the law. They did not extend to the courts. Visits to the Divorce Courts were expensive. They could be made only by those whose incomes escaped the ravages of super-tax because they lived when they did. They could be repeated only by the privileged few who could face even that blemish on our modern civilisation with equanimity. Obviously, the want of money was a drawback.

But this drawback was obviously due to the want of law. Modesty alone, apart from other considerations, would forbid most people asking Parliament to pass a private Act to undo their matrimonial indiscretions. In 1926 we are able to correct our mistakes. But our grandfathers could only repeat. They could do little else. And they enjoyed the most ample leisure in which to do so. Nothing, in fact, could disturb the pastoral quiet.

Sometimes, exceptional men did appear—enthusiasts, blessed with perseverance, who did not allow a slender bank balance to determine their destiny. One of these was a Dublin tailor, whose wife had left him for a gentleman engaged in some more romantic calling. "This incident may have broken this tailor's heart. It certainly did not break his spirit. Instead, for twelve long years he dedicated himself to his clientele, and, at the end of that time he had saved the £600 which enabled him to come to the House of Lords and obtain a divorce by Act of Parliament.

THE OPEN DOOR.
To-day the doors of the Divorce Courts stand wide open. A cordial invitation is extended to all to enter. Thousands do so. What pioneer has wrought this change? Whom should we thank for this hospitality? A witty but satirical sentence passed by the late Mr. Justice Maule upon a man who came before him on a charge of bigamy is responsible. The following is a fairly truthful account of what that brilliant Judge said on that occasion:—

"Prisoner at the bar, you have been convicted before me of what the law regards as a very grave and serious offence, that of going through the marriage ceremony a second time while your wife was still alive. You plead in mitigation of your conduct that she was proved herself a curse to your household while she remained mistress of it, and that she had latterly deserted you; but I am not permitted to recognise any such plea. You have entered into a solemn engagement to take her for better, for worse, and if you got infinitely more of the latter, as you appear to have done, it is your duty patiently to submit.

"You say you took another person to be your wife because you were left with several young children, who required the care and protection of someone who had deserted them; but the law makes no allowances for bigamists with large families. Had you taken the other female to live with you as your mistress you would never have been interfered with by the law. But your crime consists in having—to use your own words—preferred to made an honest woman of her.

"Another of your unreasonable excuses is, that your wife had committed adultery and so you thought you were relieved from treating her with any further consideration; but you were mistaken. The law, in its wisdom, points out a means by which you might rid yourself from further association with a woman who had dishonoured you; but you did not think proper to adopt it.

"NOT THE FAULT OF THE LAW."
"I will tell you what that process is. You ought first to have brought an action against your wife's seducer, if you could discover him. That might cost you money, and you say you are a poor working man but that is not the fault of the law. You would then be obliged to prove by evidence your wife's criminality in a court of justice, and thus obtain a verdict, with damages against the defendant, who was not unlikely to turn up to be a pauper. But so jealous is the law of the sanctity of the marriage tie, that in accomplishing all this you would only have fulfilled the lighter portion of your duty. You must then have gone, with your verdict in your hand, and petitioned the House of Lords for a divorce. It would cost you, perhaps, five or six

QUEER DILEMMA.

TWO NAMES AND TWO
COATS OF ARMS.

Entitled, by two different wills, to the life interest in two settled estates, a clergyman has got to lose one of them.

The reason is found in clauses in the wills, laying down what surname and coat-of-arms the life tenant shall assume.

The decision was given in Chancery, on the application of the Rev. George Berens-Dowdeswell.

Here, in brief, is the history of the applicant:—

1916—Became entitled (under the will of William Dowdeswell, who died in 1887) to the Pull Court estate, near Tewkesbury, on condition that he assumed the surname and arms of the Dowdeswells.

1924—Became entitled (under the will of Henry Berens, who died in 1883) to an estate in Sidcup, on condition that he bore exclusively the name and arms of the Berens family.

He had assumed the surname of Berens-Dowdeswell, and taken the Dowdeswell arms by Patent.

Mr. Justice Russell, giving his decision, said that under the Berens will the applicant must assume the surname of Berens to get the estate. The name Berens-Dowdeswell did not come within the clause of the will.

To take the estate he must assume exclusively the Berens arms by Royal License.

But if he did so, and thus became entitled to the Sidcup estate, by ceasing to bear the arms of the Dowdeswells his life estate in the property would cease.

hundred pounds, and you do not seem to be worth as many pence. But it is the boast of the law that it is impartial and makes no difference between the rich and the poor. The wealthiest man in the Kingdom would have to pay no less than that sum for the same luxury. So that you would have no reason to complain. You would, of course, have to prove your case over again, and at the end of a year or possibly two, you might obtain a decree which would enable you legally to do what you have thought proper to do without.

"You have thus wilfully rejected the boon the legislature offered you, and it is my duty to pass upon you such sentence as I think your offence deserves, and that sentence is that you be imprisoned for one day; and inasmuch as the present assize is three days old, the result is that you will be immediately discharged."

When our grandfathers married they accomplished something of real permanence. Their grandchildren live under a happier dispensation. It would be a pity if it became too easy a dispensation.

OLD BOTTLES.

HOW LONDON SENDS
THEM HOME.

London, Jan. 25.—It is almost impossible for a mineral water bottle to be thoroughly lost. A football supporter may throw his empty bottle from his motor-coach, a traveller leave it under the seat in a railway carriage, a child may take milk in it to a picnic and throw it into a ditch, but a thousand hands will guide the erring "empty" back to the firm that owns it.

A press representative yesterday visited a large building which is the London home for waste and strays of the bottle family.

Thousands of soda water syphons and tons of thousands of bottles that once held lemonade

or ginger beer, made by a hundred different firms from Aberdeen to Brighton, are all jostled together there in sacks and crates waiting to be sorted out. One room has 10,000 gross of stoppers. They are a temperate collection. Alcoholic bottles do not enter this home in great quantities, for brewers show less solicitude for their bottles than the manufacturers of aerial waters. Even the "Scotch" room has not a single whisky bottle in it.

A council of twenty-six runs this business, on behalf of the manufacturers, who pay a small charge for every dozen returned to them, and a similar payment is made to collectors. Ownership is recognized by mouldings or sand-blasting on the outside of the bottle.

"These markings are really trade marks," said the secretary, "and it is illegal for any one to

deal in marked bottles. A manufacturer who used another's bottles would be liable to criminal prosecution, and we have an organization with depots all over the country to sort them out.

"Railways are our best customers. Hundreds of bottles are found under the seats of long-distance trains. Every month or so we send to Euston or St. Pancras, and fetch the collections. Dust heaps and Borough Council yards are searched by rag-bone men who save bottles that would otherwise go to the refuse destructor. These bottles come to us through bottle dealers, who are not allowed to sell them, and so in time they reach the factories where they are cleaned and used again.

"All the stray bottles in a radius of 100 miles round London come here."

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number of
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to be cleared
at \$9.75 each

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CHILDREN'S
GOODS

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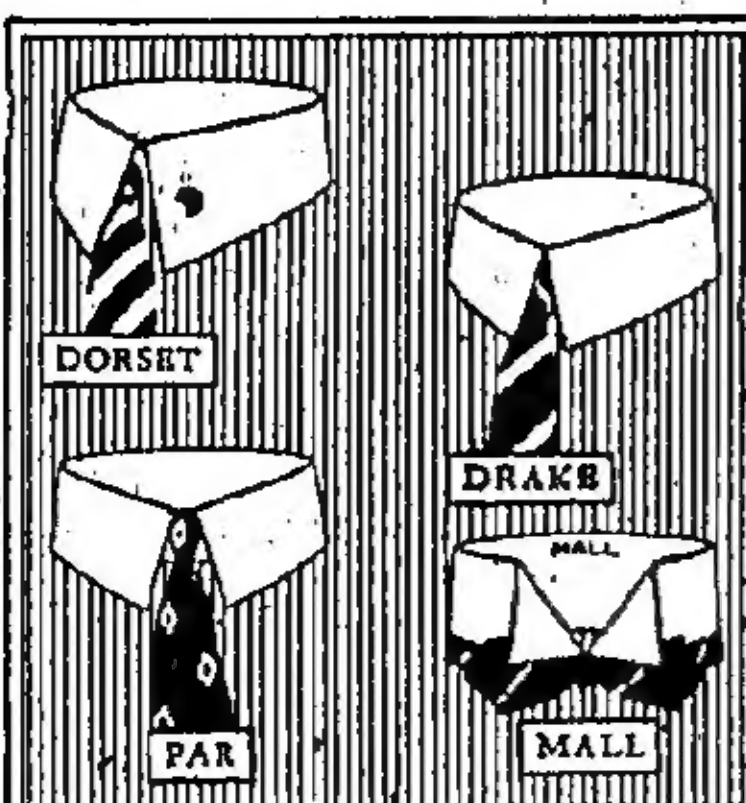
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THE HAINANESE.**A CHARACTER SKETCH.**

The excellent house-boys in Singapore, Penang, Bangkok, and other places south of China, nearly all come from the island of Hainan, just south of Hongkong, writes Doreen Norfolk in the *Singapore Free Press*.

The Hainanese are really home-loving people, even though such great masses of them "go on their travels" and seek their fortunes when they are young. A prudent race, they remit the greater part of their earnings in the Straits to their native-isle, and much is the business, that has to be transacted at the Post Office in the port of Hoihow there when the Singapore mails come in.

Sauntering through the streets in the port or in the city three miles away from it, one can easily pick out the "houses" inhabited by returned Straits-boys. Their houses are more cleanly and prosperous-looking than those of the stay-at-homes. And there are many outward and visible signs of their travels to lands afar, such as their occasional use of a gaily-coloured sarong instead of the drab blue of the average Chinese worker.

The stay-at-home Hylams are in externals at least, just like a lot of children. They are not concerned with the march of civilisation as yet. But it is easy to see that before very long civilisation will reach Hainan in all its forms—and then there may come a time when skyscrapers are erected in prosperous Hoihow, and aeroplanes are familiar sights. Instead of the two or three roads now in existence in the island (and they have been built only within the last two of three years—with their ramshackle "Fords" plying laboriously between port and city, there will be a not-work of railways in the island.

Then there will be fewer facilities for plunder and robbery than there are now. It was rumoured not many months ago that nine villages inland were burned in one day by robbers. The insecurity of life and property in the interior is, no doubt, the reason why so many hundreds of coolies emigrate every week to the Straits.

Progress in the modern, westernised sense, is the aim of General Tung, the now-reigning power. But it is not certain how long he will be able to retain his power; there are rumours of another general making preparations to bring over an army from the mainland of China, in the Pakhoi district, with the declared intention of overthrowing the power of the pro-foreign Tung.

It is doubtful if the ruling General would even be supported by the islanders, who, round the port, which is his head quarters, are peace loving traders. And they are more than a little inclined to resent the General's insistence on the widening of the city streets, to accomplish which they have to pull down their shops and erect new ones where he thinks fit. And what son of China so much as desires perfection in a thing of utility like a room for trade and barter? Nevertheless, many of the newly-erected shops show certain signs of the growing wealth and prosperity of Hainan.

In the interior are mountains where the climate is most agreeable; they may be holiday stations like Simla and Darjeeling a hundred years hence!

Fruits of the soil and fruits of the sea are as plentiful there as elsewhere in South China

RURAL SANITATION.**GOOD NEWS FOR MALACCA.**

The Government of the Straits Settlements through its Medical Department has entered into an agreement with the International Health Board of the Rockefeller Foundation for a Rural Sanitation Campaign in the Straits Settlement over a period of three years. This campaign will be centred in rural Malacca during 1926 and Doctor Paul F. Russell of the International Health Board has been sent here as Director.

The object of this campaign is threefold as follows:—1st.—The building of sanitary latrines and the establishment of conservancy systems throughout the territory in order to prevent the spread of such filth-borne bowel diseases as the dysenteries, the enteric fevers and the diseases due to intestinal worms as, for example, hookworm diseases. 2nd.—The free voluntary treatment of every person in rural Malacca who is infected with hookworms. This treatment will be preceded by a free laboratory examination to determine the presence of hookworm infection. 3rd.—The education of the public to the fundamental principles of Preventative Medicine and Public Health in order that the prevalence of such preventable sicknesses as hookworm disease, the dysenteries, the enteric fevers, smallpox, tuberculosis, dengue, malaria and other disease may be reduced to a minimum, in the hope that ultimately they may be eradicated.

The construction of latrines and the establishment of conservancy systems will be under the direction and supervision of the Health Officer of Malacca, who has type plans of several sanitary bucket and pit latrines and who is prepared to give every assistance to estates, village areas and kampong, householders in the solving of their sanitary problems.

The free examination of specimens, the free treatment of those who are found to be infected with hookworms and the attempt to spread information about public health and preventative medicine will be under the supervision of Doctor Russell whom the Chief Medical Officer, Doctor Holdbrook, has assigned a full time staff of one assistant surgeon and six dressers. A special laboratory has been established at Durian Daun Hospital and, furthermore, the regular hospitals at Jasin and Alor Gajah have been equipped with facilities for making hookworm examinations. Free treatment will be available at all government hospitals and dispensaries. In addition, there will be a special field dispensing unit that will give free treatments at appointed advertised times in the various schools and other meeting places throughout the territory. —*Malacca Observer*.

Fishing is good all round the coast; padi-fields are everywhere.

As the climate is never really severe, a bamboo hut can serve the natives as protection from the wintry wind. Stiff cotton cloth is made in the island, and also a narrowly-woven silk, somewhat akin to Shanghai, but obtainable in yellow or white. To gain food, shelter, and raiment the Hainanese do not need to toil and fret and worry themselves into an early grave; they can always accumulate tips in the Straits when young to act as comforters to their age in the island.

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The Telegraph.

SATURDAY, MARCH 13, 1926.

THE ECONOMY "AXE".

The present Conservative Government at Home is earning for itself the reputation of being one of the soundest administrations of post-war days. In one or two directions it has left itself open for justified criticism; as for example the prodigal way in which it shelled the coal problem of last autumn and light-heartedly saddled the country with a subsidy running into many millions. Similarly, the spectacular return to the gold standard made by Mr. Winston Churchill in connection with the Budget last Spring put up the foreign price of British exported goods and had a distinctly traceable reaction on the export trade. But that trying time has been lived through and the return to gold is beginning to bear fruit.

Offsetting these two rather costly proceedings, the Government has now gone in for an economy campaign that will have the whole-hearted support of the British taxpayer, especially in view of the fact that the Chancellor of the Exchequer has warned the country to expect a slightly increased income tax next year unless the national expenditure falls. In the Navy Estimates, which were introduced into and approved by the House of Commons on Thursday, there has been a reduction of nearly two-and-a-half million pounds sterling—approximately four per cent.—while there has been an economy of over £12,000,000 effected in the Civil Service Estimates, which are due to come before the House of Commons in a day or two. In addition to these two savings, a further eight or ten millions sterling is sought to be saved by the Economy Bill which is to be introduced by Mr. Churchill at an early date. If the measure finds approval (although it will assuredly create much discussion, seeing that the economies are going to be effected in connection with "statutory" expenditures) there will have been a total saving of about 22 millions effected, made up of: Navy, £2,400,000; Army, £2,000,000; Civil Service, £12,000,000; and Statutory expenditures, £8,000,000. The small increase of £500,000 in connection with the Air Force does not alter the figure appreciably. It is a great pity that the bulk of the money

thus saved will go to the coal mining industry as the price of its peaceful continuance, and if the subsidy should amount to a figure beyond the £20,000,000 mark (as it is foreshadowed might well be the case) Mr. Churchill, as Chancellor of the Exchequer, and the Government generally will be hard put to it to justify anything in the nature of increased taxation in the forthcoming Budget.

The people of Britain are still far too highly taxed, bearing a burden which is out of all proportion to what they had a right to expect as a people who successfully waged a great war which cost far more than mere money can ever represent. So far as essential defence services are concerned—the Navy, the Army and the Air Force—we think the Government is taking the right course in keeping these arms at a relatively high pitch of efficiency, at the same time effecting economies where not of vital injury. The Navy Estimates, which have already been fully set forth, are an excellent example of the idea, and it is not surprising that they passed the House of Commons on the day of their presentation, notwithstanding the fact that there were some Labour amendments—one of which was particularly foolish.

Malaya and Cornwall.

The trouble with such measures as the Safeguarding of Industries Act and the Trade Facilities Act is that complaints are bound to arise of favouritism shown to certain industries or concerns whilst others are left to carry on as best they can. In this regard, there has just been some criticism by both Conservative and Labour members in the House of Commons, who have objected to the guaranteeing of unnecessary new undertakings in established industries. It would appear, as a case in point, that guarantees have been made in respect of Malay tin dredgers, and this is described by a Labour M. P. as equivalent to the Government going out of its way to increase the Malay output at a time when the Cornish tin industry is still suffering from depression. Time was when Cornwall was an extremely prosperous county on account of its wealth of tin and copper, but the exploiting of the resources of Malaya, with its cheaper labour, badly hit the industry, which has remained more or less in the doldrums for many years now. Latterly, the outlook has been rather better, due to the better price of tin, but there are still many hundreds of unemployed Cornish miners for whom little response has been forthcoming in appeals made to the Government. Indeed, conditions some time ago were so bad that the miners maintained a regular choir which was sent on tour throughout the country to raise funds for their families. Many efforts have been made by the leaders of the industry to obtain aid from the Government with a view to setting the industry on its feet again, but these have met with little success. The plea now made—and it seems a reasonable one—is that when it comes to Government guarantees, charity should begin at home.

EXCHANGE RATES.

Rugby, March 12.

To-day's exchange rates are as follow:

Paris	133.20
Brussels	107.05
Amsterdam	12.13 1/2
Berlin	20.42
Copenhagen	18.62
Vienna	34.50
Helsingfors	193
Lisbon	2 1/2
Buenos Aires	44 1/2
Shanghai	3 1/4
Yokohama	110 1/4
New York	48 1/4
Geneva	25.25
Milan	121
Stockholm	18.12
Oslo	22.30
Prague	104
Madrid	34.48
Rio	7 1/4
Bombay	16 1/4
Hongkong	2 3/4
Silver (spot)	30.5/10
Silver (forward)	30.7/10

—British Wireless.

DAY BY DAY.

IF YOU HAVE A THRUST TO MAKE AT YOUR FRIEND'S EXPENSE, DO IT GRACEFULLY, IT IS ALL THE MORE EFFECTIVE.—*Haliburton.*

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 22nd March.

Between the 11th and 13th instant, furniture, valued at \$48 was stolen from the Him Yik firm, second floor, 113, Wing Lok Street.

A Chinese woman was accidentally knocked down by a motor lorry in Pokfulam Road, Third Street, yesterday, and died while she was being taken to hospital. The body has been taken to the mortuary.

Among the passengers leaving Hongkong to-day by the P. & O. s.s. Kashmir was Lieut.-Col. L. G. Bird, D.S.O. (Administrative Commandant of the Hongkong Volunteer Defence Corps), who is going to England on leave.

"The Little Mimmers" (Kowloon Children's Dramatic Society) gave another performance of "Cinderella" in aid of Dr. Barnardo's Homes at the Star Theatre, Kowloon, last night. A large audience greatly enjoyed the production.

It is understood that H. M. S. Hawkins, flying the flag of Vice-Admiral Alexander Sinclair, will leave for Singapore on Monday, and after a two weeks stay will return to Hongkong before proceeding on the summer cruise to the north.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognise Monsieur Dufauré de la Prade, provisionally and pending the issue of His Majesty's Exequatur, as Consul in Hongkong for France.

His Excellency the Governor has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Mr. Harold Shantz as a Consul for the United States of America in Hongkong.

An arms warrant was executed at an unnumbered house in the village of Ngan Shi Wan, Kowloon new district, when one revolver, two holsters, and two daggers were seized, and a woman arrested.

Observatory returns for February show that the average mean temperature was 60, the highest being 74.4, on the 10th, and the lowest 48.8, on the 24th. There were 66.1 hours of sunshine and 2.40 inches of rain, whilst the average humidity was 82.

Special sailings of the s.s. Taishan are to be made from the Company's wharf on Monday and Tuesday at 9 a.m., the return from Macao to be made each day at 3 p.m.

"Theosophy and Science" (the Vienna Congress lecture of Mr. C. Jinarajadasa, Vice-President of the World Theosophical Society) was the subject of an address delivered by Mr. H. W. Lane at this week's meeting of the Hongkong Lodge of the Theosophical Society.

Mr. J. G. Thompson, of the Hongkong Telephone Co., reported to the Water Police yesterday evening that some one had broken into the public telephone call-box at the "Star" Ferry Wharf, Kowloon, and stole the box in which ten-cent pieces had to be dropped. There was no idea, of course, how much was in the box when it was taken. The money-box was intact at 4.20 p.m., yesterday, as a telephone call was put through at that time, but when a European entered the call-box shortly after 4.30, he found the box had been removed.

Mr. Remedios, of 37, Granville Road, Kowloon, reported to the police yesterday that while playing tennis in his garden on Thursday afternoon he drove a tennis ball over into the garden of the adjoining house, tenanted by a Mr. Botelho. He sent his Chinese boy to retrieve the ball, and while the boy was doing so he was badly bitten by a dog, owned by Mr. Botelho, which was in the garden. The dog was taken to the Water Police Station for removal to Kennedy Town for observation.



Right on top of my announcement last week of the discovery of a new and delightful proposition by Euclid comes news that an American professor of Boston has discovered two hitherto unknown poems by Shelley. Of course, America would try to cap our little discovery! But I fancy they will find it hard to cap the one I made a few days ago. From the floor of a tram-car in which I was riding I picked up a scrap of torn paper, soiled with age (or possibly passengers' boots), on which I could just discern the letter O. I was about to throw it away as of no consequence when I remembered that the letter O was the Greek for the exclamation "Oh!" and it occurred to me that I had possibly come across a portion of an important Greek document. So I promptly posted it off to my friend, Dr. Achilles Pantheon, who is Regius Professor of Greek at Bristol, for his opinion. Yesterday I received a long letter in reply, in which this eminent classical scholar unhesitatingly declares that I have discovered nothing less noteworthy than a "fragment" of an ode by Sappho!

Now then, wake up, Boston! And cap that if you can.

I am rejoiced to see that a company has been formed with the object of building ice-skating rinks in all our principal cities, for when this is effected we shall be able to enjoy at least one winter sport without the bother and expense of travelling to Switzerland. I only hope this admirable example will inspire another company to provide home facilities for skiing and tobogganing also. Snow could be imported from the Himalayas or the Andes at the mere cost of gathering it, and work would thus be found for our numerous unemployed in laying it down upon suitable declivities.

I understand that Professor Anaesthesia Bilgewater had been making some experiments in the production of artificial snow; but his process, though practicable, is exceedingly expensive, the snow working out at about three shillings a pint. At this rate it would require a



On reading that a certain famous actor fell in love with his wife while sharing a butt with her on a Yorkshire moor during a grouse-drive, I was at once inspired to the following lines. It is the actor, not I, of course, who speaks—

I might have met you in the street,
And not have felt the start
Of quickened pulse, nor frenzied beat
Of an impetuous heart.

I might have met you in some play,
And heeded not your charms,
Though in some love-scene you would lay
Close held within my arms.

It needed quite a different touch
To rouse me to adore;
I could not love thee, dear, so much
Loved I not on a moor!

I like the idea of installing wireless telephones in railway

By permission of the Lord Bishop of Victoria, the pulpit of St. John's Cathedral will be occupied on Sunday morning by a Chinese layman, Mr. T. Z. Koo, who is now on a visit to Hongkong, being engaged in work among students in connection with the Y. M. C. A. Mr. Koo has been speaking much in England and has always left the impression of being a great spiritual force. The Archbishop of Canterbury, on hearing

of an innovation recently introduced on the Berlin-Hamburg express. If generally adopted in England, it will enable those of us who travel by the famous "Flying Snail" of the Southern Railway to keep in touch with the dear ones at home. They will be able to send us newspapers and hampers of food from time to time; also their photographs at intervals of six months, so that we shall be able to recognise them when we arrive home. Alternatively, the passengers would be able to send news of their prospective whereabouts, and mothers and children, on receipt of probable time and place, could take a bus to the level-crossing or other convenient view-point, and shout loving greetings to Father as he trickled by at the reckless speed of 60 hours a mile.

During my perambulations of the London streets this past week I have been struck by the gaunt, lugubrious countenances borne by nearly every man I encountered. At first I put it down to an epidemic of face-ache, but I have since learnt that the poor fellows are suffering from a much more serious complaint, to wit, sale-roomism. For the drapers' winter bargain sales are now in full swing, and the womenfolk have taken all the housekeeping-money to squander on gaudy and things, while the wretched husbands are forced to look the steam off restaurant windows in order to assuage their gnawing hunger. Were Tennyson alive,



THE ON-THE-MAKE QUEEN.

You must wake and call me early,
Call me early, hubby dear;
For to-morrow will be the top-pingest time

Of all the glad New Year;
Of all the Glad New Year, hubby,
The maddest, merriest day,
For the sales are on down Kensington
And Oxford Circus way.

There'll be many a black, black eye, hubby,
But none so black as mine,
If I can only wake and take
A place in the fighting-line!
There will I wrest for blouse and vest

And camisole so gay;
So stick your hand in your purse, hubby,
And pay-pay-pay!

THIS WEEK'S NATURE NOTE.

As you pass the frosted hedgerows of the countryside, keep an open eye for that hardy little songster, the pigeon-breasted blackchat. It builds its nest in empty ginger-beer bottles; where it lives head downwards all through the cold months, breathing on its eggs to keep them warm till the hatching-season starts. The eggs are triangular, of a brilliant scarlet colour mottled with *Eau-de-Nile*, and usually number about nineteen to the litter. The blackchat rarely quits its nest—except on Fridays, when it goes searching for its food, which consists of bits of blotting-paper, pink string, brace-buttons, and early rhubarb. Its sweet notes are easily distinguishable from those of a trombone, being exactly similar, in fact, to the noise made when weighing sugar.

him; compared him to the great Wesley. The subject of Mr. Koo's sermon will be "A Chinese Conception of Christ."

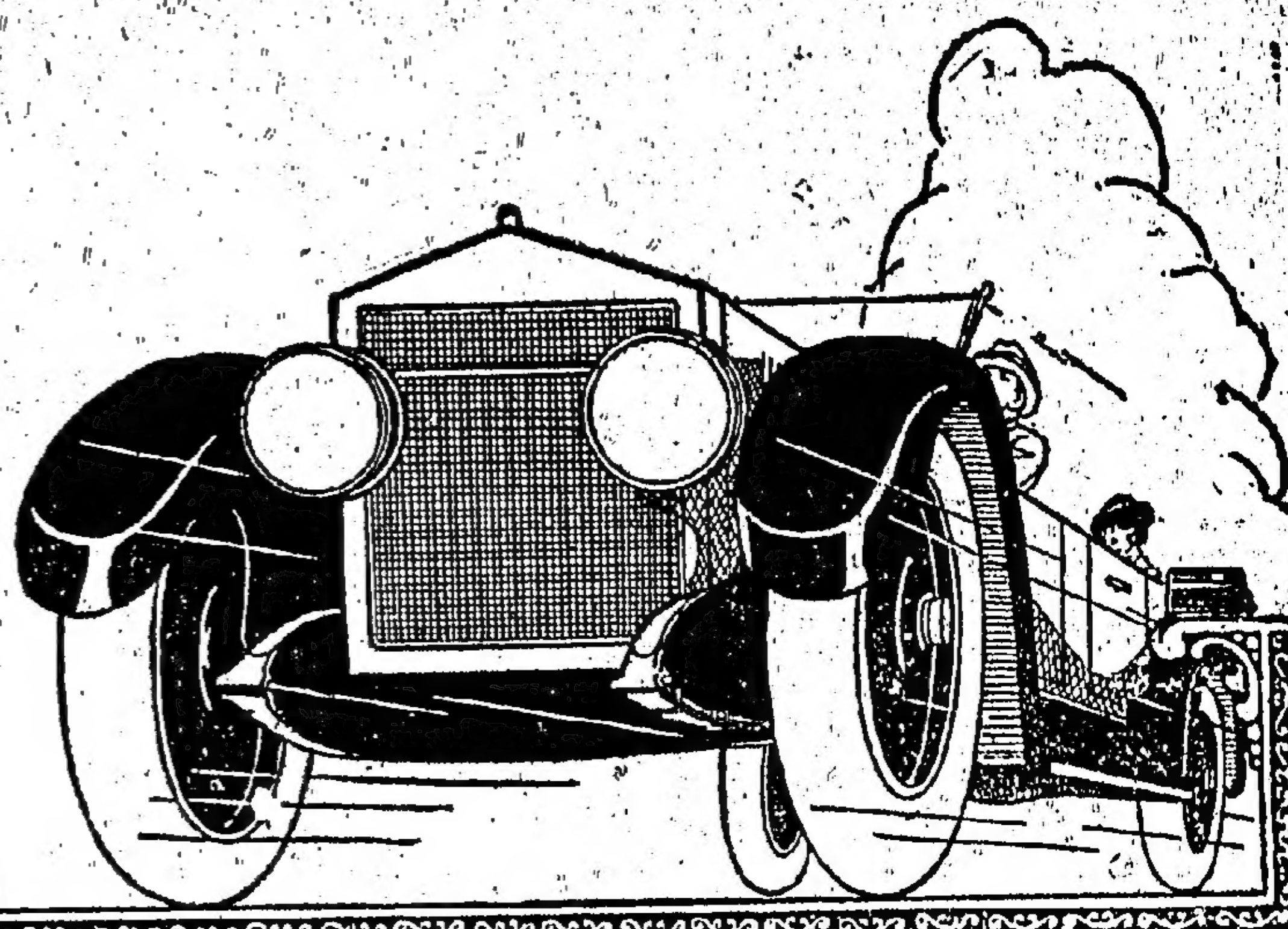
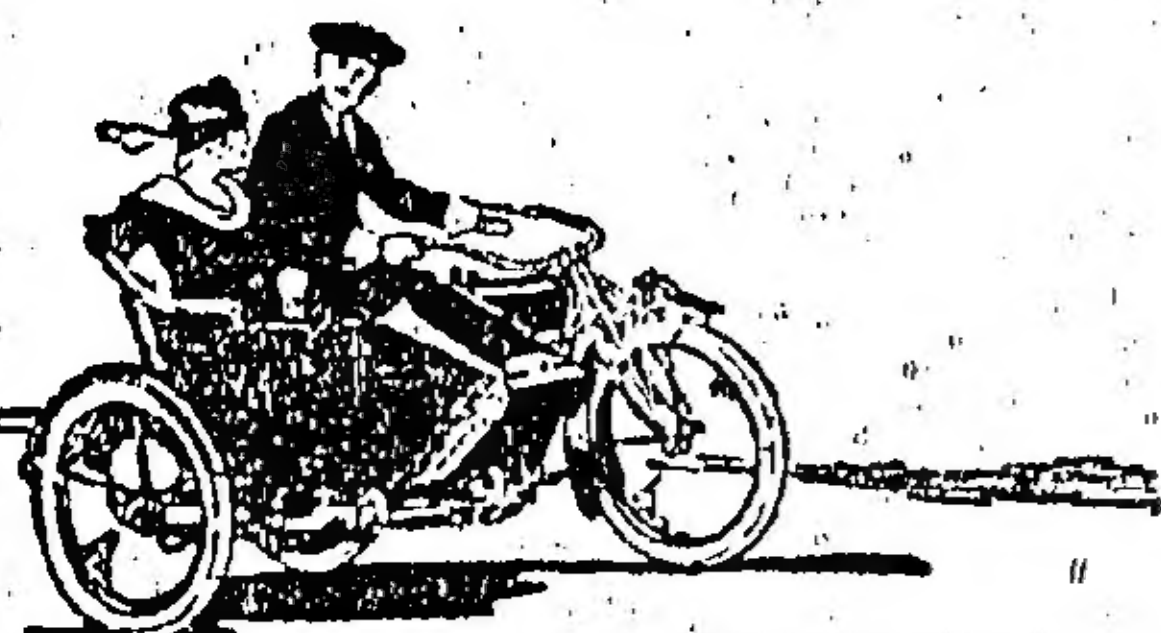
Under the provisions of the Liquors Consolidation Ordinance, 1911, His Excellency the Governor in Council has approved the premises at West Point, the property of the China Provident Loan and Mortgage Company, Limited, to be general bonded warehouses for the warehousing of dutiable liquors.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 13th. March, 1926.

(Being The Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

These Projections.

The danger arising from projecting poles or other material from motor vehicles is one which certainly calls for attention. It must be conceded of course, that certain materials prove decidedly awkward in transport, but the fact remains that some method of transportation has to be found, and the motor lorry is unquestionably the most economical and speedy. There is, however, need for regulations which will ensure that every precaution is taken in the interest of other vehicles, and a truck or lorry which is carrying a load which projects beyond reasonable limits, should be compelled to travel within a certain speed limit and keep well on to its own side of the road. Only recently, a motor cyclist travelling towards Taipo was nearly swept over the sea wall owing to a motor truck, which was carrying long iron rods, suddenly turning from the centre of the road into the side. The effect of this movement was to turn the rods diagonally across the track of the cyclist who was endeavouring to pass at the moment. The sudden swerve which the rider had to take in order to effect clearance, carried him uncomfortably near the edge of the wall. Naturally, we cannot protest against legitimate goods transport, but there is very reason to protest against the driver of a vehicle who fails to recognise that the load being carried may be particularly dangerous to ordinary road users.

Dimming.

We do not intend to raise the question of whether dimming is advisable or not, but attention should be drawn to the practice of some drivers who switch off all lights when approaching other cars or traffic control points. The other evening a car coming down Garden Road was without lights of any description, excepting the tail light, the reason being that the driver apparently thought it necessary to turn off his headlights on approaching Queen's Road. If his car had been equipped with side lights it would not have mattered, but as it happened, a number of pedestrians were turning into Garden Road from the Theatre Royal, and the unlighted car presented a distinct danger. Traffic constables should certainly be instructed to report every car travelling without lights, even if dimming is the excuse.

Road Improvements.

Much adverse comment has been heard during the week on the decision to postpone the urgently needed improvement at the Po Hing Theatre Corner at the junction of Nathan and Coronation Roads, Kowloon. For

many years, leading residents across the harbour have pleaded the necessity for this work, and it is surely significant that since it was first mooted, motor traffic has increased beyond all expectation. There can be but one explanation to the decision, and that is that our Unofficial Members must be quite unaware how dangerous this corner really is. On the Hongkong side, several danger spots have been branded by the adoption of the "White Line" system, but so far, no such steps have been taken in Kowloon, although there are several localities where the need exists for such guidance to traffic. The unfortunate part is that residents cannot make representations to the Unofficial Member for Kowloon.

Noisy Motor Cycles.

From time to time, articles are published on the question of prosecuting motor-cyclists whose machines appear to make undue noise. That a solution is still awaited is scarcely surprising, and it is doubtful whether the question will ever be solved in view of the difficulty of setting a standard from which to determine what really is excessive noise. This opinion refers to the average motor cycle as turned out by the factory duly equipped with a suitable silencer, and not to the machine which has had the silencer rendered ineffective to comply with the whim of its rider. In an article appearing elsewhere in this issue it is pertinently pointed out that manufacturers can only muffle machines down to a greater degree at the expense of power. The average motor cycle is not really noisy, unless the rider makes it so, and the only ruling which appears necessary is one which would prohibit abandoning the silencer in residential districts, or within city precincts. Nobody can object to a noisy machine out in the New Territories, for example; and if the rider enjoys an extra thrill from the roar of his engine, by all means let him have it, as long as a nuisance is not created.

Not Too Hot.

Many novices are, for a time at least, under the impression that because a car has a cooling system the engine has to be kept cold. Frightened, perhaps, with stories of what may happen when overheating occurs, they become anxious when their engines show signs of becoming hot. Heat in this connection, as in others, is a relative matter, and the design of the average British light car engine calls for a degree of heat which is a good deal higher than is usually expected. The best running is obtained at all times when the water in the cylinder jackets is just below boiling point.

PRaises AUTO CONGRESS.

Henri Jenny, delegate from Switzerland to the Second World Motor Transport Congress, describes that meeting as another Locarno. "When I analyze the meaning of this meeting," says M. Jenny, "I am forced to see a similarity between the Locarno of Switzerland and this Locarno of the automobile world, where almost 60 countries of the world have united in a fusion of common interests."

SOME WIVES DRIVE THE CAR EVEN WHEN FATHER IS AT THE WHEEL.



SKYSCRAPERS AND CONGESTION.

NEW YORK'S TRAFFIC PROBLEM.

[By Israel Klein for The Hongkong Telegraph.]



Business districts, compact as they are to-day, are one of the greatest menaces to the country's traffic situation.

There people congregate, on vehicle and afoot, and there they cause congestion that no end of regulations could clear up. The automobile was formerly considered a means by which population would be most likely to spread out toward the open country, away from city congestion and poor health. It has done this, in a way. But it has also helped further to confine the business area into a closer, more compact mass.

Out of this area, people have moved to make room for skyscrapers housing thousands of inhabitants at a time. Into this area, the same people come almost at the same time, swarming through the streets on foot, by automobile, street car and subway.

New York Reaches Limit. London, Paris, Berlin have strict rules against tall buildings, limiting them to 100 feet above the street level. Many American cities have ordinances limiting the heights of buildings, but these limits seem to be so elastic that skyscrapers seem to rise higher despite the ordinances. "If tall buildings are allowed to rise without restriction as to height, within 10 years from now Manhattan Island will be impossible as a business centre because of the traffic congestion," warns J. E. Harrington, chairman of the traffic committee of the Broadway Association of New York.

The same might apply to many other cities where business is congregating into a more and more compact field.

GUARDS TOWN 10 YEARS.

Bristow, Oklahoma—A fire truck, mounted on a Ford TT chassis, has been in active service here since December, 1915. It made its first fire run two days after being delivered to the Bristow Fire Department and during its ten years of duty as a fire fighter has made 2,483 runs. Bristow, which in 1907 was a small country town of 800 inhabitants, now has a population of 15,000.

CLOSED CARS ONLY.

"When the man of the future speaks of an automobile he will probably mean a closed car," says Mr. R. H. Mulch, vice president of the Flint Motor Company. "The trend of the industry for some time past has been toward a larger and larger proportion of closed models, and the movement in this direction is constantly gaining momentum."

MOTORING WHITE LINES.

ATTEMPTS TO SECURE UNIFORMITY.

The Minister of Transport has issued a circular setting out general principles for the guidance of highway authorities in the use of white lines on the roads as an aid to public safety and for the convenience of traffic.

It is explained that the Minister views with some apprehension the diversity of practice growing up in connection with the use of the white line, and the object of the circular is to secure some degree of uniformity.

The use of the white line, it is stated, should be confined to points where it is clear that it would minimise danger or be of material assistance to traffic. Over-lavish use, in one locality may tend to give drivers an unwarranted sense of security in adjoining districts where highway authorities may not have used white lines to any extent.

White lines should be not less than 4in. in width. The space between one line of traffic, indicated by longitudinal white lines, should where possible, be 10ft. in width and in no case less than 8ft. between the centres of the two white lines.

It is the intention that approved outlay incurred by highway authorities in marking and maintaining white lines shall rank as grant-earning expenditure upon the usual classification percentages, and that at the junction of roads of different classification value the grant shall be based on the percentage applicable to the higher class.

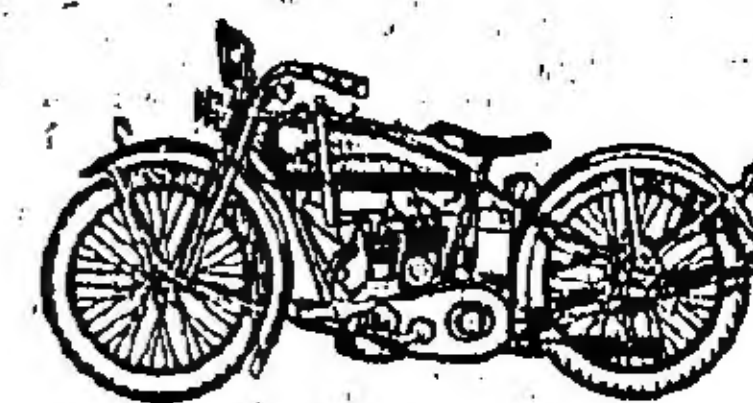


THE PLEASURE WAS HIS.

Policeman: "Did you see this lady knocked over?"
Witness: "Yes. I wouldn't have missed it for a fiver!"
Sydney Bulletin, Australia.

REST NI PIECES.

Here lies the body of Percival Sapp: He drove his car with a girl in his lap. Lies slumbering here one William Blake, He heard the bell, but he had no brake. Beneath this stone lies William Maines, Ice on the hill, he had no chains. Here lies the body of William Jay. He died maintaining his right of way. John Smith lies here without his shoes. He drove his car while filled with booze. Here's Mary Jane—but not alive—She made her car do sixty-five.
—Current Topics.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the
S. S. "EMPRESS OF ASIA"

We received two models of the famous
**HARLEY-DAVIDSON SINGLE CYLINDER
OVERHEAD MOTORS**

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make the chart your guide

If you simply must experiment with lubricating oils—why not try them out on the wheel-barrow or lawn-mower?

Don't take chances with your expensive motor car engine.

Every engine wears out sooner or later.

Sooner for those who think any old oil will do.

Later for those who insist upon the Correct Grade of Gargoyle Mobiloil.

Don't be deceived.

The only motorists to whom Gargoyle Mobiloil seems high-priced are those who haven't used it.

Gargoyle Mobiloil users have had too much experience with Gargoyle Mobiloil economy to let price delude them!

VACUUM OIL CO.

AUTO TEST ROOM.

The U. S. Bureau of Standards has just finished an elaborate testing room for automobiles and aircraft engines. The testing is done from the outside of the room, so that there is no danger of death from the exhaust gas.

DOLLAR A MILE.

If a driver is caught speeding through Middletown, Conn., U.S.A. he may expect to pay a dollar a mile for every mile he has been going. A recent offender charged with going 40 miles an hour, paid \$40.

MOTOR NEWS FROM GREAT BRITAIN.

(Special Report to The Hongkong Telegraph.)

BY "R. A. C."

Although many motorists buy mainly on the strength of the first cost of a car, those who appreciate the fact that reliability and durability are often more important as factors in general economy are steadily increasing in numbers. Just lately numerous authenticated instances have come to hand which help to show what an economical vehicle even a high priced motor car may be.

Thus, for instance, the owner of a Vauxhall writes to say that

he has covered round about 90,000 miles, and his car has never yet had a complete overhaul. This he contemplates, shortly, after which he reckons that the vehicle will have a further five years' life. Up to the present replacements have been trifling, despite the fact that anything in the nature of regular maintenance has been badly neglected.

The last year's record of a 14/20 h.p. Wolseley dated 1909 is very interesting. During 1925,

its seventeenth year on the road, it covered well over 7,000 miles, and the total cost of petrol, lubricants, repairs, tyres, licences and all sundries was less than £20, or about twopenny-halfpenny a mile. The figures, while not comparable to those of a modern light car, are extraordinary as applied to a seven-year-old vehicle that has been kept in regular service.

Turning to commercial vehicles, a gentleman from South Wales states that he bought a 7 cwt. Star van in 1908 and drove it regularly until the outbreak of war, at which time it had covered at least 100,000 miles. Just recently he came across it still in the service of its present owner, who stated that it was continuing to go strong.

A few months ago a Thornycroft lorry originally put into service in 1913 struck an obstruction on the road, causing it to swerve and run down a steep bank where it turned a complete somersault before landing on its wheels. After being towed back to the road, it was able to continue the journey under its own power and only now, after several months more service, has been withdrawn as being less economical than the firm's more recently acquired Thornycroft vehicles.

General reliability is intimately connected with the reliability of details, and interest therefore attaches to the report of another Wolseley car owner to the effect that he covered 60,000 miles before having to send the car to the service depot for camshaft adjustment and chain fitting. This is admirable testimony to the longevity of the Renold chain as applied to auxiliary drives. Incidentally, while covering this mileage, his brakes were re-lined once and the fan belt once replaced, but otherwise the total repair bill amounted to just eight shillings and sevenpence.

—AND RELIABILITY.—
Reliability is closely allied to durability and though, perhaps, not quite so important as a factor of economy, is of first importance from the standpoint of the motorist who wants comfort and ease of mind. The owner of a 14/40 h.p. Vauxhall states that he has covered over 40,000 miles without any trouble whatever. The engine

has only once been decarbonised and the valves ground in once. The brakes also have been once re-lined.

Quite a large fleet of cars is maintained by the Dunlop Rubber Company for the exhaustive road testing of wheels and tyres. Amongst these is a 20/60 h.p. Sunbeam which, since the end of 1924, has covered the surprising distance of 53,420 miles, the biggest mileage in the year of any of the Dunlop fleet. During the period the engine was decarbonised twice, one engine valve was replaced, and the brakes were re-lined once.

The degree of trust that any motorist has in his vehicle depends largely on his experience of its reliability in the past. That such reliability is to be found even in the lightest types of motor propelled machine is evidenced by the fact that Mr. S. Westwood, a veteran of sixty-four, recently accomplished a ride of over 5,000 miles over the greater portion of Australia on a standard B. S. A. 2.49 h.p. two-speed motor bicycle. Some of the country traversed in Northern Queensland and Western New South Wales was almost impassable and he had to travel by compass over unmade and undefined roads. His confidence in his mount is now such that he proposes making a trip completely round Australia on the same machine.

That reliability is not a prerogative of petrol vehicles only is shown by figures just to hand from an official source relating to the performance of a "Super-Sentinel" steam wagon. During 1925 this vehicle carrying six tons of useful load covered 15,000 miles. The running expenses worked out at ninepence a mile and the total repair bill for the whole period was precisely £2.

—TRADE MOVEMENTS.—
Just recently two or three interesting events have taken place in the British Motor Trade. One is the reconstruction of Commercial Cars, Limited, of Luton, the makers of the well-known Commer Car vehicles. This Company has now been definitely affiliated to the famous firm of Humber Limited, of Coventry. The Luton Works, which cover over six acres of ground, are thoroughly modern in every sense and will continue to be devoted to the production of commercial and public service vehicles. Commer Cars always had an admirable reputation, and the fact that comparatively little has been heard of them of late is due to purely financial difficulties and not in the slightest degree to any lack of reliability or quality in the machines themselves. An extended manufacturing programme has now been planned and a large number of chassis are being laid down.

Until recently the controlling interest in A. C. cars was owned by another firm which has now, in turn, associated itself with certain other interests. As a result, Mr. S. F. Edge called a meeting of the A. C. Company's suppliers and subsequently he and his co-director, Mr. Gillett, arranged to purchase the whole of the large block of shares affected, a matter of about £80,000. This indication of confidence on the part of those who know best, coupled with the admitted popularity of the four and six-cylinder A. C. cars, augurs well for the future of this enterprising concern.

Until recently Devonshire House, for a private residence, occupied a really unique situation in Piccadilly, London. Now the old building has passed away and is replaced by what is probably the finest block of business premises in the world. The ground floor of these premises is devoted to showrooms and the best position of all, on the corner of Piccadilly and Berkeley Street, has been taken over by Messrs. Rootes Limited, the world exporters of the Clyno and Hillman cars and the N. U. T. motor cycles. Messrs. Rootes, in conjunction with their overseas distributors and agents, are inviting visitors to the home country to utilise their address—Devonshire House, London, W.1.—for business appointments, mailing, etc. Their organisation is available for shipping cars all over the world, and those who wish to use them first in England can have them delivered anywhere in the country or sent to meet them at the quay side on their arrival, and subsequently shipped with the minimum of trouble and expense to any part of the globe.

WHITE GLOVES FOR MOTORISTS.
An eminently practical suggestion comes from Mr. Stenson

Cooke, the Secretary of the Automobile Association. It is based on the established fact that the provision of white gloves for the police and also for the A. A. road patrols when directing traffic in fading or uncertain light has proved a great boon to motorists generally. This being so, Mr. Stenson Cooke's suggestion is that motorists themselves should also wear white gloves to assist the clearness of their own signalling to following traffic in bad light. Of course, the thing cuts two ways, inasmuch as a warning signal which is not observed but is followed by the sudden slowing up of the car that gives the warning may well lead to a collision detrimental to both parties.

PNEUMATIC TYRES UNDER

HEAVY LOAD.

The use of pneumatic tyres under heavy load is increasing with great rapidity. It was only in May of last year that the authorities first granted licenses to pneumatic-tyred buses to ply for hire in London. The fleet in question consists of twelve twenty-six seated saloon buses on the 15 foot wheelbase passenger chassis manufactured by Dennis Brothers, Ltd., of Guildford. A report on the first six months' work shows that in that period the buses ran altogether over 370,000 miles without experiencing a single stoppage from mechanical causes. It is, of course, too early as yet to estimate the degree to which the protection afforded by the pneumatics may have contributed to this admirable result.

The use of pneumatics has now extended to both types of six-wheeled vehicle. The pneumatic tyre is standard on the Karrier rigid six-wheeler, which seems likely to have a big effect on the future of public service vehicle design. An opinion recently expressed by the well-known authority "Motor Transport" on this subject is to the effect that "the six-wheeled coach is a vehicle the merits of which we feel sure will one day break through the fence of stagnation which is now erected round omnibus design."

Even heavier loads are now being regularly carried by pneumatic tyres on the flexible six-wheelers of the Scammell type. This firm has, for instance, recently supplied to the Venezuelan Oil Concessions Limited and the British Imperial Oil Co., Ltd.,

vehicles to carry useful loads of nine tons, equipped with pneumatics throughout. The tyres used are of 40 by 8 inch section, singles being employed on the front and twins on the rear axles. Engine-driven tyre pumps are mounted on the gear boxes. Hitherto five tons has been about the limit of useful load which pneumatic-tyred chassis have been asked to carry, and the big increase now recorded is, of course, largely due to the fact that in the Scammell design the load is distributed over three axles and also the unladen weight of the vehicle is exceptionally light.

POLAND RAISES DUTIES.

Poland has raised the import tax duties on automobiles and various automotive products. The increase ranges from 23 to 80 per cent.

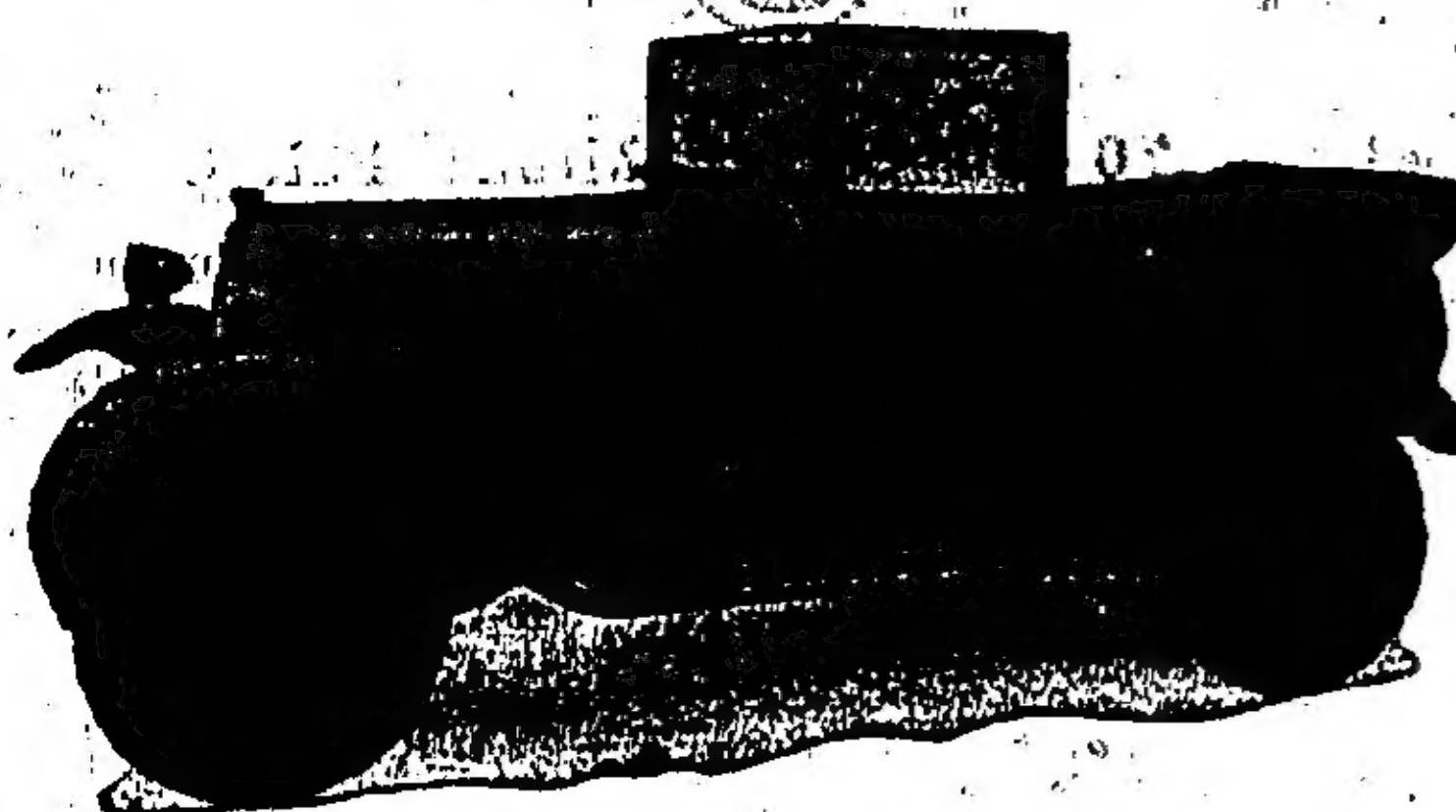
RUBBER.

The following table shows the consumption of rubber in the United States compared with the rest of the world. The figures are taken from "Rickinson's World Rubber Position" for the years stated.

Year	World Production	U. S. Per Cent of Consumption
1915	158,702 tons	60.9
1916	189,760 "	61.3
1917	255,675 "	62.2
1918	224,376 "	63.6
1919	354,497 "	65.8
1920	348,781 "	78.3
1921	293,960 "	61.1
1922	379,920 "	77.9
1923	412,771 "	72.7
1924	421,217 "	75.5

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road

Full Particulars from—

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

FOR THOSE WHO CARE WHAT THEIR MONEY BUYS

Dodge Brothers, Inc. have always built a good, sound, long-lived product.

They have never built "yearly models" and never will.

They do not make frequent expensive changes simply to catch the whim of the hour.

On the contrary, they devote themselves steadfastly to the improvement of a car that has been good from the very beginning.

This process of improvement has now been going on for 11 years.

Its influence on the car's appearance and performance has been nothing short of remarkable.

Always eminently dependable, it is now also an exceptionally easy riding car.

Always up-to-date, it is now strikingly attractive.

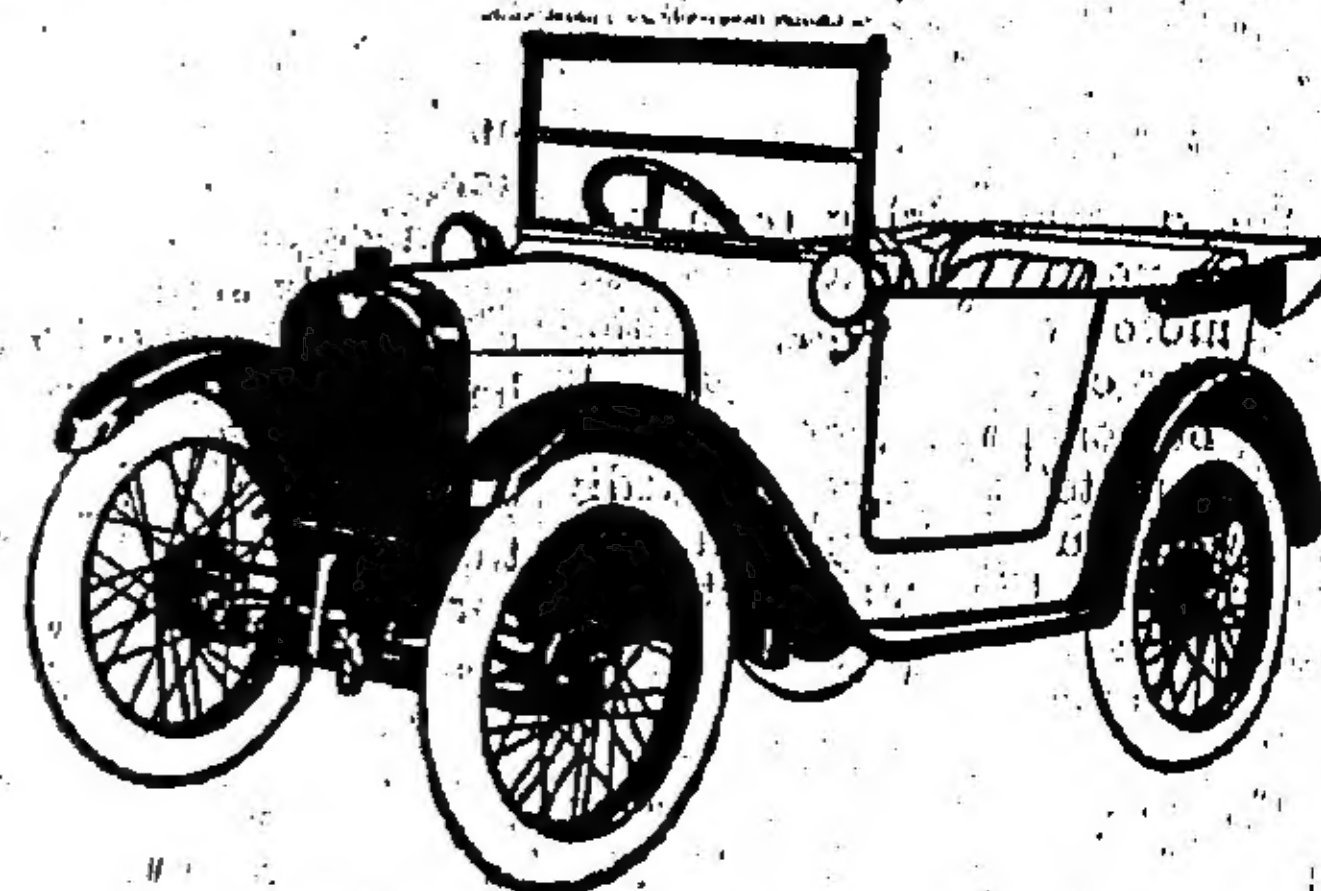
Style and smartness stand out in every line. Sheer logic never made the choice more obvious—

Dodge Brothers Motor Car for those who really care what their money buys,

THE DRAGON MOTOR CAR CO., LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.....TEL. C. 1246 or 1247

AN OFFER



HAVE YOU EVER TRIED AN AUSTIN SEVEN?

You've seen many of them on the road.

That is because they are good.

With the first 12 purchases this year we are giving a free Insurance Policy with the General Accident Fire and Life Assurance Corporation Limited.

It is not difficult to become an Austin Owner. LET US EXPLAIN.

Alex. Ross & Co. (China), Ltd.

Show Room No. 1A, CHATER ROAD,

No. 1A, CHATER ROAD,

OPEN SATURDAYS AFTERNOON till 5 o'clock.

PACKARD

—the Choice of Diplomats

THOSE who are chosen to represent their countries at the courts of the great Capitals must in turn possess equipment in keeping with the importance of their missions.

Ten prominent American diplomats have recently selected Packard cars as affording the distinction necessary to their business and social activities.

In England, a Packard Six has appeared at the Court of St. James, while in France, an Eight has stood, an object of beauty, at the gates of the Palais de l'Elysée.

The diplomatic preference for Packard is not confined to Americans. Governmental leaders of many other countries are also Packard owners.

So strong an international appeal would be impossible if the merits of the product were not fundamental and unquestioned.

THE DRAGON MOTOR CAR CO.

33, Wong Nei Chung Road, Happy Valley, HONGKONG.

ONLY PACKARD CAN BUILD A PACKARD.



A Fine Product and a Fine Policy

There are no finer tyres than

DUNLOP CORDS

They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co., (China) Ltd.
Hotel Annex Building.
Telephone Central 4554.

HONGKONG HOTEL GARAGE,
Distributors.
Telephone Central 4759.

RUBBER WAR.

\$20,000,000 DREAM.

[The following is an article which appeared in the London "Daily Express."]

Mr. H. S. Firestone, president of the Firestone Tyre and Rubber Company, of Akron, Ohio, who was a farm boy thirty years ago, and is now a multi-millionaire, announces that owing to the prices which he says are artificially maintained by the British Government on rubber exported to America, he has organized a company and intends to invest \$20,000,000 to develop an "American rubber empire" in Liberia, where eventually it is hoped to have a million acres of rubber trees.

According to Mr. Firestone the plantation will have a maximum yearly output of 250,000 tons of rubber, which is more than 50 per cent. of the world's present output. Mr. Firestone says that America now controls only 3 per cent. of the world's rubber, and uses 75 per cent. Most of the remainder is controlled by the British and the Dutch.

Mr. Firestone expects that it will be six years before there are large results from the Liberian experiment, but after that period, he says, America will become self-supporting in rubber.

"Work For 300,000." Three hundred thousand native Liberians, who are described as the strongest and alertest of the African population, will be employed with a large number of whites. Twenty plantings have already been ordered.

Mr. Firestone asserts that he has purchased a two thousand acre plantation in Liberia from a British concern, which he intends to use as a nursery. He also says that he has already let the contract to the J. G. White Engineering Company to construct a harbour and breakwater at Monrovia, Liberia's principal port.

The new company will be called the Firestone Plantations Company. Mr. Firestone intends to open sumptuous offices in London, which will be in charge of his son, Mr. H. S. Firestone, jun., who sailed recently in the Mauritania. Mr. Firestone has signed a contract with the Liberian Government giving him the right to explore the country until a million acres have been acquired.

Is a Day. He says that the Liberians are willing to work for a shilling a day, thus permitting Liberian rubber to be produced much cheaper than the British rubber. Mr. Firestone also announces that he has leased thirty-five thousand acres of rubber land in Mexico, and that he would have established plantations in the Philippines but for the objections of the local Filipino politicians.

Mr. Firestone is an intimate friend of Mr. Henry Ford, but there is no indication whether there is any of Mr. Ford's capital in the new venture. "It is also unknown to what extent Mr. Firestone is prepared to continue sinking his millions if the enterprise proves more difficult than present reports indicate. Some reports describe the plan as a dream."

TO PREVENT KNOCKING.

NOVEL DISCOVERY.

Instead of being mixed with the gasoline, like other substances, a new "anti-knock" has been found that is actually painted on the inside of the cylinder head, and acts as an aid to better fuel combustion.

This is a form of catalytic agent, reports Professor Ralph H. McKee of Columbia University. Many of these have been devised, one of them being cerium dioxide. One application of this "anti-knock," it is said, is enough to keep the engine running well for 15,000 miles.

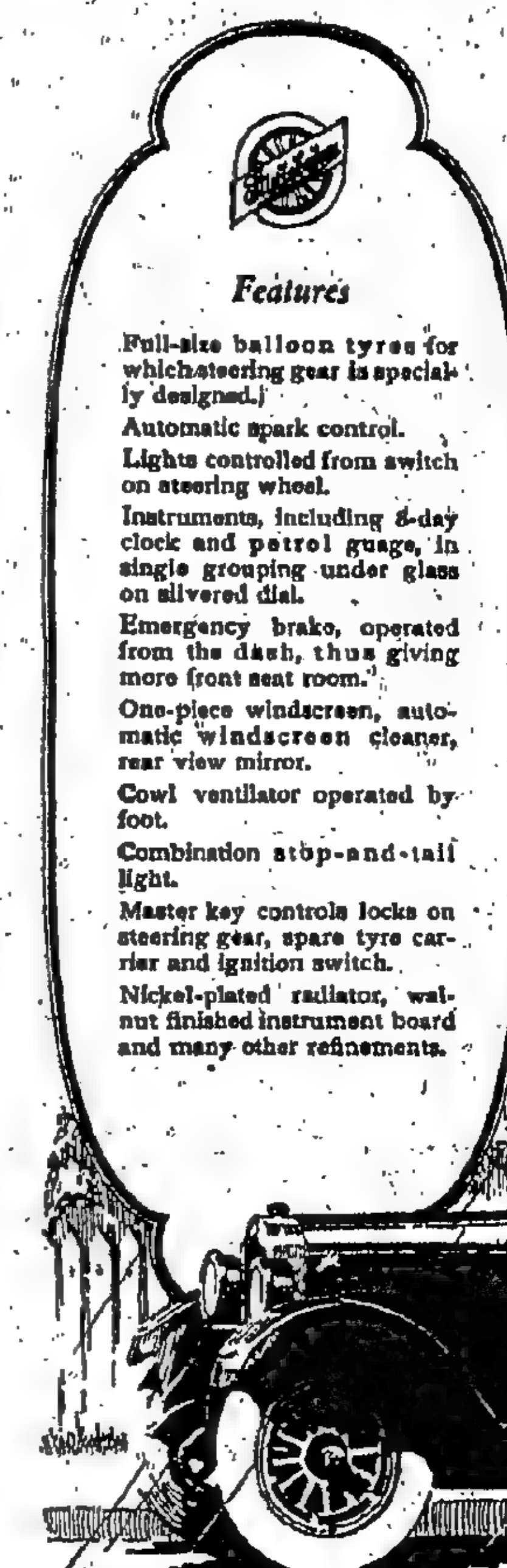
A catalytic agent, or catalyst, is a chemical substance which causes a chemical reaction to take place between other substances, while in itself isn't absorbed or in any way changed.

Thus it helps, and even speeds up, the mixture of the air and gasoline in motors.

PERSONAL BAGGAGE.

An automobile may be taken along to Europe as "personal baggage," like a trunk. It may either be packed up, or driven right on the liner and secured to the deck.

One-Profit Savings Returned to Purchaser in Added Refinements and Better Quality



STUDEBAKER makes the engines for all its cars, as well as the clutch and the steering gear, and the differential, the springs, the gear boxes and the axles. Studebaker makes, also, all the gray iron castings and forgings. Studebaker builds its own bodies, trims them and paints them.

These operations are performed for all Studebaker cars in Studebaker's own great plants, eliminating the profits of outside suppliers and partsmakers. Only Ford is on a similar One-Profit basis of manufacture. Studebaker stands alone in the fine car field.

Therefore, Studebaker is able to offer you a car more scientifically designed and built—a car using finer materials and more painstaking workmanship—a car with such advanced features as are shown at the left—yet at a low price.

STUDEBAKER, South Bend, Ind., U. S. A.

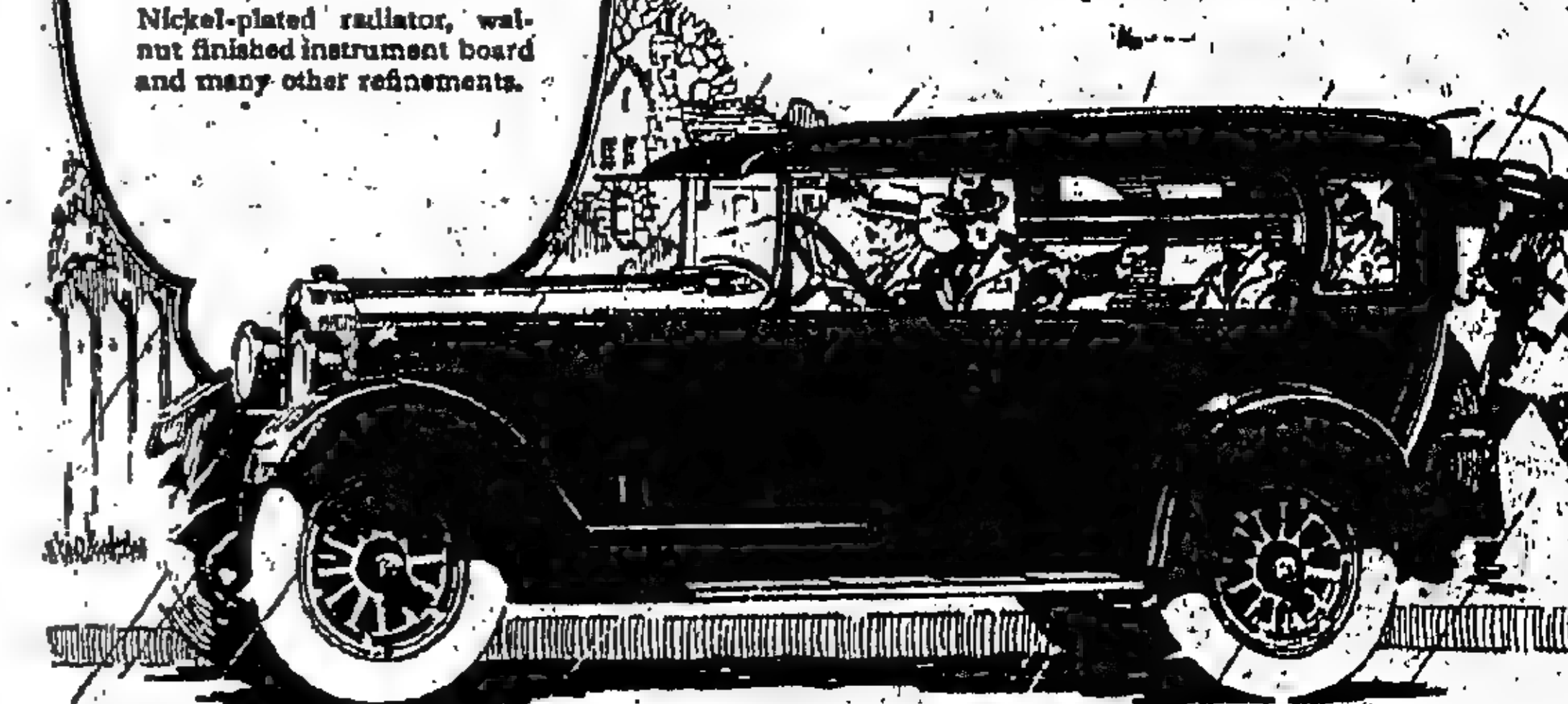
THE HONGKONG HOTEL GARAGE

(The Hongkong & Shanghai Hotels, Ltd.)

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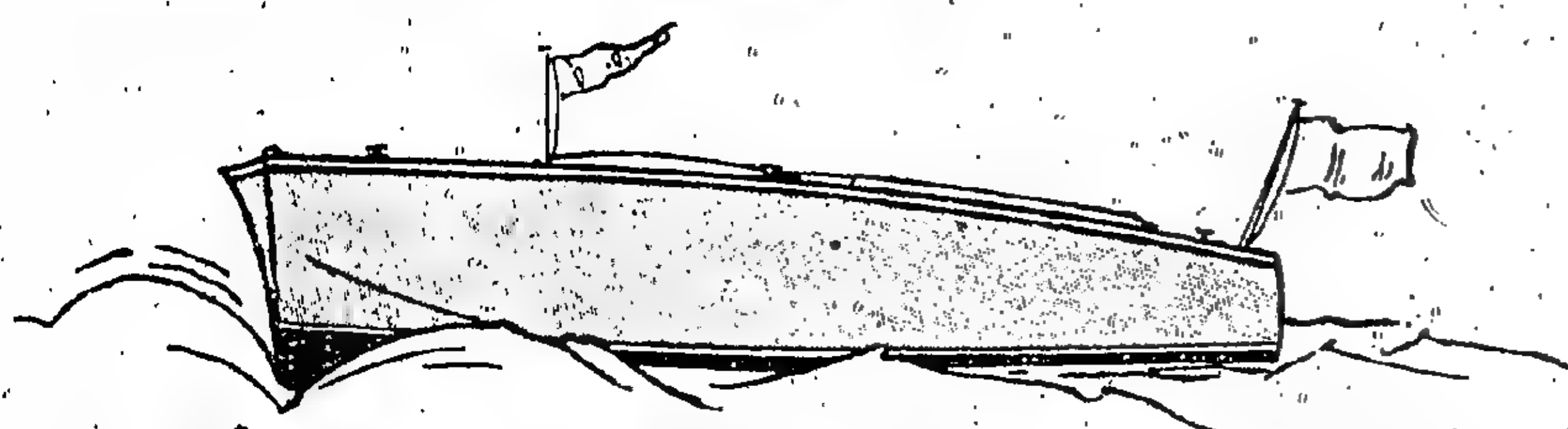
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Studebaker Special Six Duplex Phaeton



BUILDERS OF QUALITY VEHICLES FOR 73 YEARS

16 KNOTS

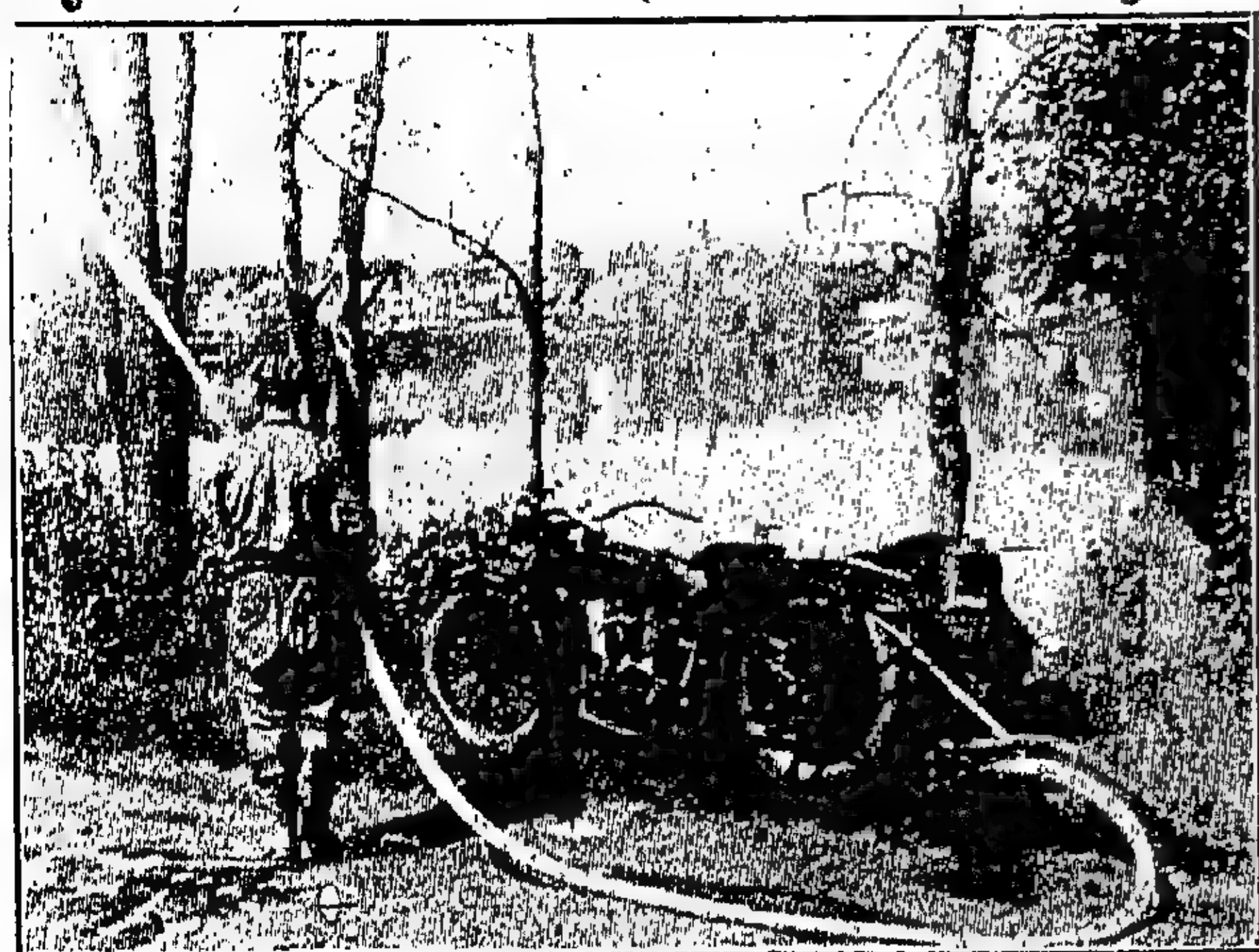
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FAST RUN ABOUT
BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD. Sole Agents.

THE LATEST PORTABLE PUMP.

USED FOR MANY PURPOSES.



A simple and remarkably effective portable pump has been placed on this market by Messrs Alex. Ross & Co., Ltd. Known as the "Dana" Portable Pump, it has achieved great success wherever it has been introduced. There are a variety of purposes to which it may be put, such as cleaning out sewer pipes, pumping out cellars, draining land, fire fighting etc. It may be operated from the rear wheel of either motor car or cycle, the above photo showing it attached to an Indian motor cycle in use by the New York State Forestry Conservation Commission.

ESSEX is a "SIX"

Built Under the Exclusive Super-Six Patents

\$2,000 for the Coach

Everyone knows the superiority of 6 cylinders.

Those who know are not content with less than Super-Six performance. It increases power smoothness, flexibility and car life without adding to weight or motor size. Its principle is patented and exclusive to Hudson and Essex. And Hudson-Essex are the world's largest selling sixes.

That volume makes possible the lowest prices in history.

In Essex there is a big saving in cost, a greater economy in operation, and a finer satisfaction from the ease and comfort of riding and driving.

Everywhere it is regarded with Hudson as the

World's Greatest Value

Hudson Coach, \$3,000 Hudson Brougham, \$3,600 Hudson 7-Pass. Sedan, \$4,000

THE DRAGON MOTOR CAR CO., LTD.

33, Wong N-i Chung Road ... Happy Valley.

MOTOR-CYCLE FUELS.

DISPUTE OVER TOURIST TROPHY RACES ENDED.

The dispute between the Auto-Cycle Union and motor-cycle manufacturers over the use in the tourist trophy races of alcohol and other fuels that cannot be obtained through ordinary commercial sources was amicably settled recently.

The union, after hearing the arguments of the makers, decided to alter their decision that there should be no restriction on the fuels used.

Competitors will therefore have to use fuels that are available to ordinary riders at garages and filling stations. The fact that a decision has been reached will be welcomed by motor-cyclists.

that are little less than high explosives, and that while they "ginger up" engines, their use encourages reckless design of no practical value to the ordinary motor-cyclist.

MILLIONS FOR ROADS.

In 1926 \$1,250,000,000 will be spent on the construction of hard surfaced roads in the United States, according to Mr. W. H. Connell, president of the American Road Builders' Association. This is twice the amount of money spent building the Panama Canal.

COVER DASH LIGHT.

If you are in the habit of driving at night with dash lights burning, or if you operate a car with the dash light in series with the tail light, cover the reflector with a piece of green or red celluloid.

REVOLVING GARAGE.

London, expects soon to have a garage with a revolving floor. Thus a car parked on the floor can be brought around to the door by the rotation of the floor.

CAR EVERY YEAR.

If the present rate of automobile manufacturing continues in another 10 or 12 years the output will be sufficient to supply every family with a new car every year. Roughly speaking, the production has doubled every four years during the last decade.

CARRY A TOW ROPE.

A tow rope should find room in every motorist's equipment. This is especially necessary when you go on a journey through country that is strange to you.

MOTOR EQUIPMENT.

CONQUERS DESERT AREA.

While Dodge Brothers Motor Cars have been supplying dependable transportation to the scientists sent into the Mogolian Desert by the American Museum of Natural History under the leadership of Roy Chapman Andrews, countless other Dodge Brothers Motor Cars have been giving faithful service to explorers and pioneers beyond the frontiers of civilization in many other parts of the world.

From Pretoria, capital of the Union of South Africa, comes a report from Mr. C. H. Douglas, chief engineer of the Kalahari Expedition, stating, "Due to the ability of Dodge Brothers Screen Commercial Car our expedition had no trouble at any time with transport. We easily penetrated regions where no mechanical transport had ever before been used. One of the achievements, the traversing of a sand ridge, was an excellent endurance trial and proved well the remarkable ability of the car."

"The faith which these explorers had in their Dodge Brothers motor equipment," says the Pretoria Staff correspondent of a Cape Town newspaper, "is evidenced by the fact that they unhesitatingly penetrated the fever laden Kalahari Desert for hundreds of miles, infested though it is with the tsetse fly which is associated with sleeping sick-

ness. West and south of Livingstone the roads follow the river beds until they enter the tsetse fly areas when there are only occasional, ill defined wheel tracks or no marked trails whatever. Although, in spite of mosquito nets, the flies become constantly more troublesome and completely upset the preconceived notion of certain members of the exploring party that wild game is the chief object of the tsetse fly's attack, none of the members suffered with the dread sleeping sickness."

This vast desert area, situated about as far south of the equator as Cuba is, north, is full of wild game and is almost uninhabited for great distances except by a few scattered tribes of friendly natives. Failure of a car in the desert would be an unpleasant occurrence, if not worse. To escape the fever, permanent white officials in that territory find it necessary to take long leaves every two or three years.

Graham Brothers trucks also have been rendering valuable service in that part of Africa, according to press reports, in furnishing transportation to the locust destruction service. A letter from the senior officer of the locust service published in one of the local newspapers contain the following testimonial:

"It is with great pleasure that I testify to the excellence of the work done by Mr. Heinz with the Graham Lorry."

"This Lorry is certainly the best we have had in the work

of locust destruction, as the said vehicle has had to cut roads through the Kalahari Desert for others to follow.

"Without the Graham we would have been hopelessly handicapped."

General A. Bezuidenhout in a letter regarding the good service rendered by the truck said:

"Herewith I wish to place on record my appreciation of the work done. The way you manipulated the Graham Truck through the heavy sand dunes of the Kalahari Desert deserves all credit."

"I thank you for all the willing assistance which was of great help to us in the locust campaign."

DEPEND ON BUS LINES.
There are more than 1,000 bus routes in California. Nearly 43 per cent. of the cities served by bus lines have no other means of common transportation.

LOW ASSESSMENT.
The average assessed valuation of automobiles in Baltimore is \$395 a car. This has been deduced from statistics on automobiles in that city, compiled by the municipal bureau of receipts.

STILL MORE AUTOS.
The first six months of this year saw the production of 5.8 per cent. more cars than those produced the first half of 1924. The total for this period was 2,173,360 cars and trucks.

OIL SUPPLY.

REASSURING REPORT.

American motorists may be as negligent and wasteful about oil as ever. There's no worry. We're assured of a plentiful output for centuries to come.

And so we may continue to use gasoline engines that are only about five per cent. efficient. The future, so far, far away, may take care of itself.

Professor W. R. Eckart of Leland Stanford heads a group of engineers making up the petroleum division of the American Society of Mechanical Engineers. His division has made extensive researches into the availability of oil in this country—and its report is more than reassuring.

The annual cry of a decline in our oil stocks is a thin scare. Of course there's a decline, as we use more and more gasoline and other oils. But it's slight in comparison with the available oils still in the ground and the increased oil fields being discovered and opened up for us.

Wells Keep on Flowing.
"There are available by flowing and pumping wells and acreage 5,300,000,000 barrels of crude oil," says Professor Eckart's committee. This amount alone could keep us going for all purposes, let alone automotive, a score of years or so. But that's only scratching the surface.

"There will still remain 26 billion barrels of crude oil which can be largely recovered by improved and known processes when the price justifies it," continues the report.

The question of justifiable price doesn't enter, however, because by the time the more easily reached oil is used up, the "improved and known processes" will have been so improved and controlled as to make the remaining oil an easy matter to recover.

Again, there are so many other sources of oil, and in such large areas, that prices will have to take care of themselves. Professor Eckart's committee reveals this future source of supply.

"Improved methods of drilling below the present oil sands," the committee suggests, "are expected to disclose many deposits not hitherto available and which will be equivalent to discovery of new fields."

Much in Reserve.
"The major oil reserves of the United States lie in some 1,100,000,000 acres of lands which have not been fully explored. In addition are the vast deposits of oil shale, coal and lignite, which are so huge as to promise an almost unlimited supply."

Besides, there will be foreign importation, or competition, which will assure reasonable prices. And improved methods in refining will get the most gasoline and other products out of the crude oil.

So we may continue to waste fuel through inefficient engines, without fear of a fuel shortage.

To be sure, there are attempts toward greater fuel efficiency. Actually, these are efforts to cover up our own poor driving, to do for the engine what any good driver does by proper manipulation of the controls. This was pointed out recently by the research engineers of the U. S. Bureau of Standards.

COMPULSORY INSURANCE.

LIABILITY BONDS IN U.S.A.

The legislature of Maine has passed a law requiring operators of motor vehicles to deposit a bond or liability insurance to cover their passengers against injury or death before registration will be granted them by the state.

The law provides that buses carrying up to 16 passengers must file a bond or insurance from \$5,000 to \$20,000, according to the number of passengers carried.

Buses which carry more than 16 passengers on any one trip must file a bond of not less than \$20,000.

TRAFFIC ENGINEERS.
Traffic engineers are being trained at the University of Michigan. The course covers scientific traffic, causes of delays and accidents, parking, city and regional planning and other related topics.

NOISY MOTOR CYCLES.

NO STANDARD OF SILENCE.

The activity of the police in various parts of the British Isles in prosecuting motor-cyclists whose machines appear to be unduly noisy has led to a suggestion that the Ministry of Transport has warned the trade that steps must be taken to improve the silencing arrangements.

On inquiry at the Ministry, however, a representative of the Times was informed that this was not the case. It was added that the Ministry did not propose to take any action, as, under existing legislation, the police possess ample powers.

In reality the matter is one entirely for the police. It was pointed out by a motor-cyclist manufacturer that all makers were careful to fit reasonably efficient silencers to their machines, and that it would be impossible to go much further in that direction without affecting the power of the engine.

Compared with a straight exhaust tube, tests showed that a reasonably efficient silencer reduced the engine horse-power by about 12 per cent.

Customers, once they had taken delivery of a machine, often proceeded to bore additional holes in the silencer in order to get back some of the lost power. It had

been found that most riders preferred to hear the "pop-pop" of the engine beneath them rather than to have a silent machine.

Generally speaking, the modern motor-bicycle was reasonably silent when reasonably driven; but it was possible to make the most efficient machine noisy if it were badly handled.

It was pointed out that there was no standard of silence, and that the manufacturer could only aim at reasonable efficiency. As a prosecution depended upon the policeman's idea of silence, motor-cyclists were very largely dependent on the local constable and the reliance that a bench of magistrates placed in his judgment.

World Leadership

Justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the prices of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

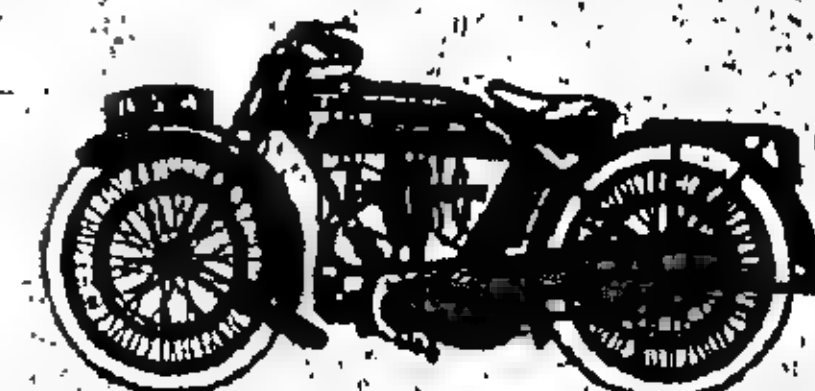
1-Ton Chassis—BB	1245
1-Ton Chassis—CB	1245
1-Ton Low Chassis—MB	1245
1-Ton, 158" Chassis—FB	1316
1-Ton, 158" Low Chassis—LB	1365
1-Ton, 128" Chassis—EB	1415
YB Bus Chassis	1875

F. O. B. Detroit
This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.
Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

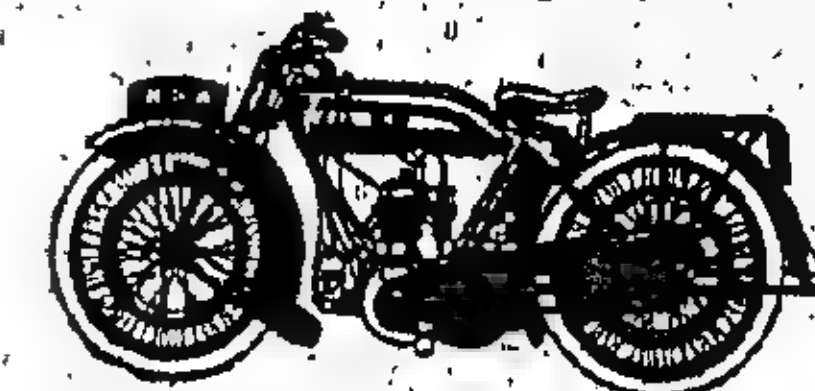
The Dragon Motor Car Co., Ltd.
33 Wong Nei Chung Road, Happy Valley
Telephone C. 1246 or 1247

GRAHAM BROTHERS
TRUCKS Sold by DONOR BROTHERS
DEALERS EVERYWHERE

B. S. A. MOTOR CYCLES



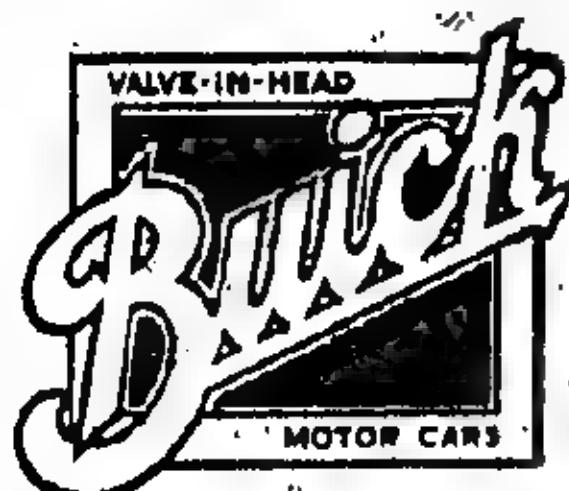
Famous For Reliability and Economy



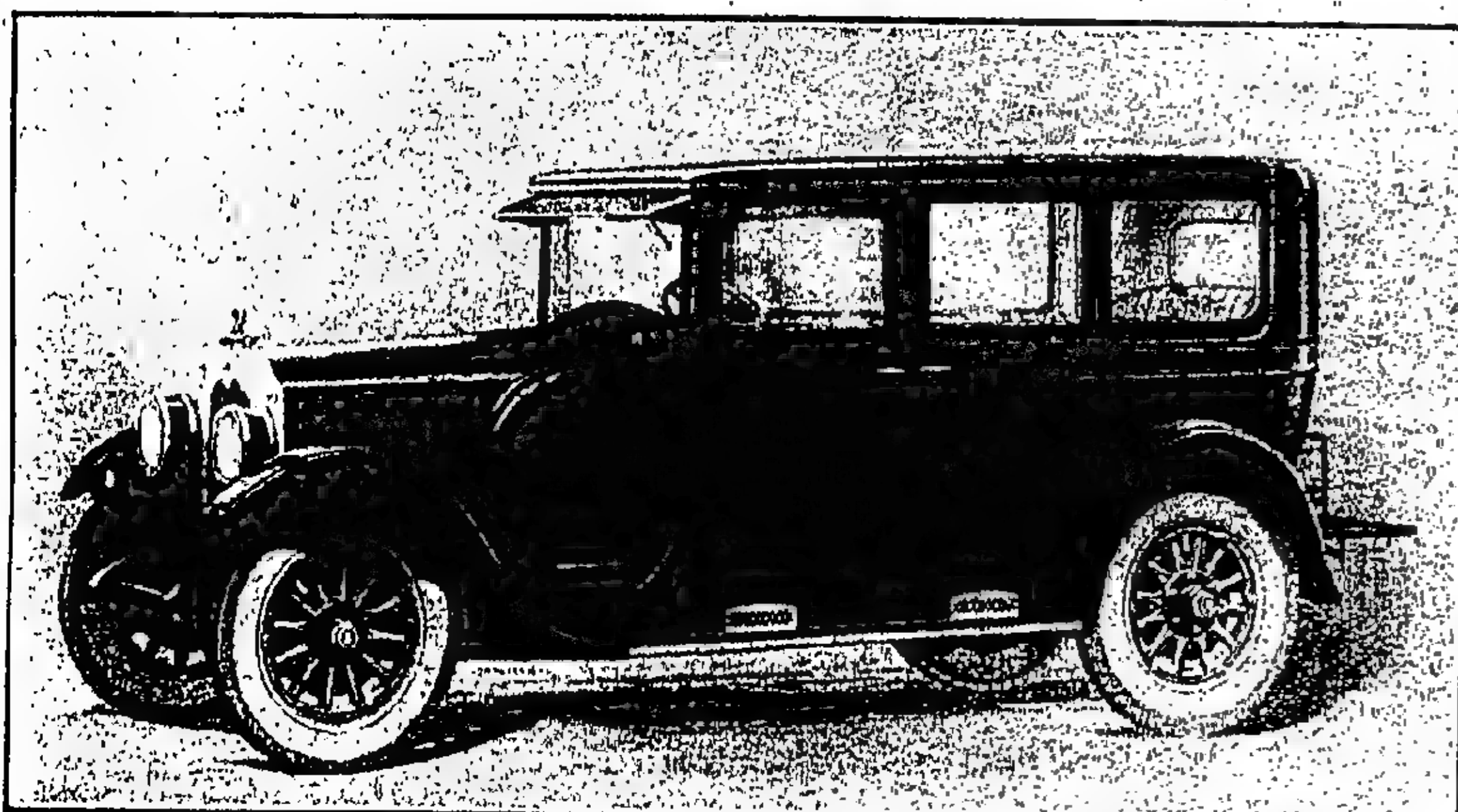
Full Particulars from the Sole Agents:

THE SINCERE CO.

When you see the Maple Leaf



—it Means British and Best!



Buick Designed—Buick Built—Buick Powered, with Ample Room for Seven.
A BRITISH EMPIRE PRODUCT TO BE PROUD OF

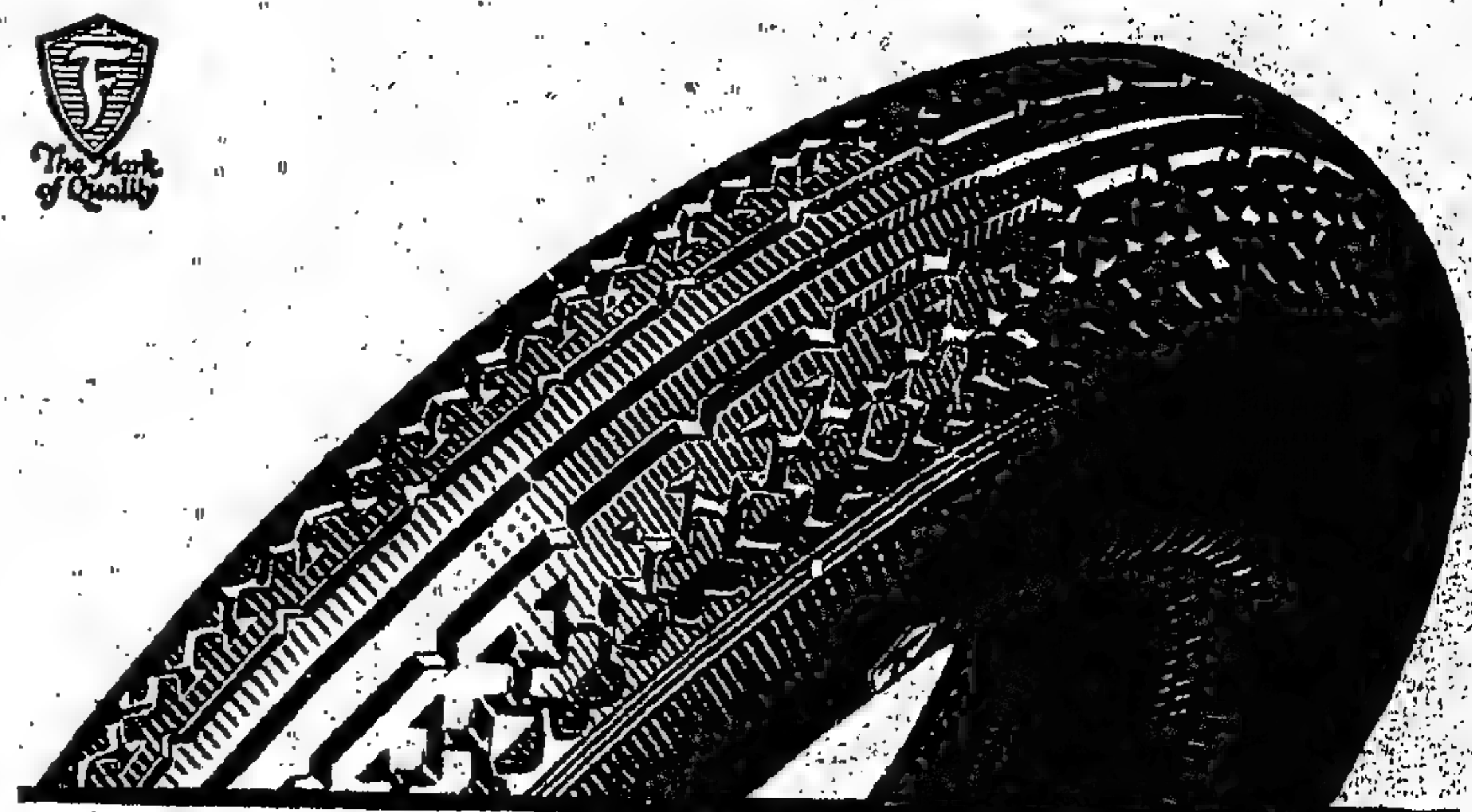
Sole Agents:

The Hongkong & Kowloon Taxi Cab Co., Ltd.
33—35, Des Voeux Road, Hongkong.

COUPE TAKES PLUNGE IN PAVEMENT.



A huge bus, loaded with human freight, passed safely over a Houston, Tex., pavement, but a small coupe, following close behind, plunged into a seven-foot hole that opened in the asphalt and concrete. The driver escaped unhurt. Rain caused the freak washout.



Be Sure You Get GUM-DIPPED BALLOONS

These big Full-Size Balloons give multiplied traction power and greater ability to absorb shocks, insuring a new sense of comfort and security.

Car owners everywhere are praising the safe, skidless driving—the wonderful control—the luxurious comfort—the high mileage records—the lower cost of motoring—all these advantages are made possible by the exclusive

process of Gum-Dipping—the very foundation of balloon tyre success.

Gum-Dipping insulates every fibre with rubber—and adds great strength to each cord. Real balloon tyres must have light, strong, flexible walls—Gum-Dipping give this extra strength and flexibility.

Insist upon Gum-Dipped Balloons—Full-Size!

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

MOST MILES PER DOLLAR

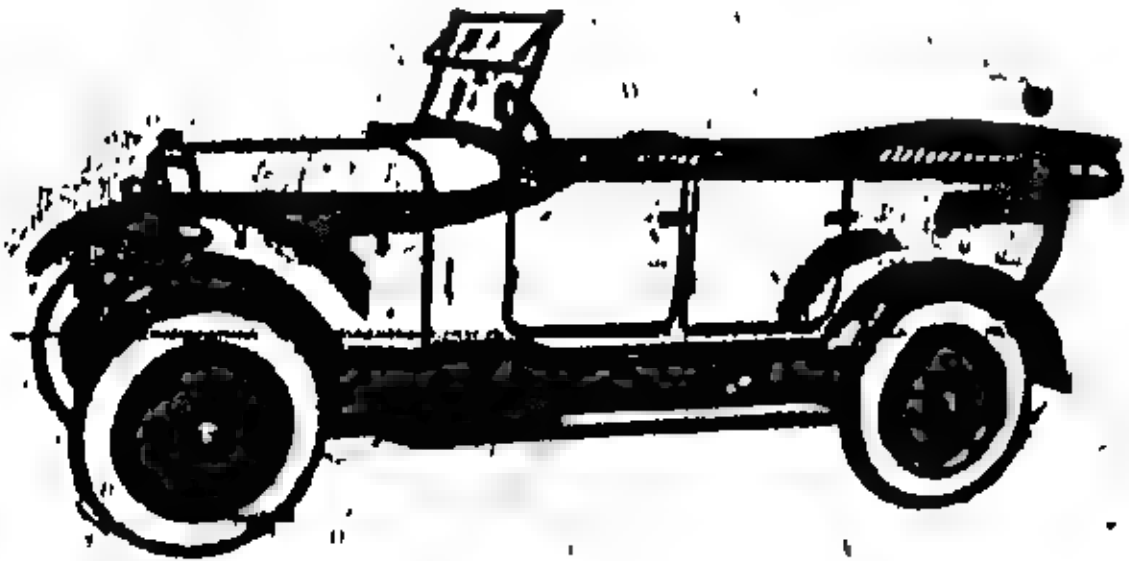
Firestone

FULL-SIZE GUM-DIPPED BALLOONS

19 SINGER 26

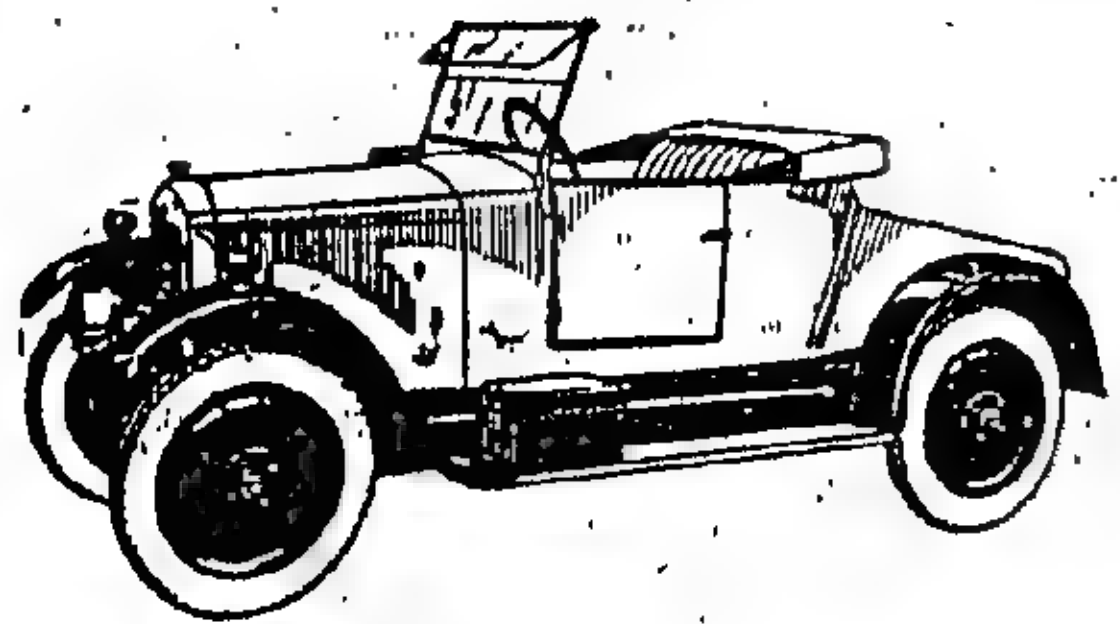
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
\$2,200

British Throughout



TWO SEATER "DE LUXE"
\$2,200

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—

GILMAN & CO., LTD.
HONGKONG BANK BUILDING.

MOTOR INDUSTRY.

LAST YEAR A RECORD IN AMERICA.

The 26th Annual Automobile Show, recently held in New York at the Grand Central Palace, and the interest displayed in this event by the general public, has brought forth much informative data on the position of the Automobile Industry in the United States; particularly the extraordinary growth in the use of cars and trucks in recent years. The number of automobiles registered in the United States has nearly tripled during the short space of five years since 1920, being in January of that year 7,696,503 cars, and on December 31st, 1925, according to U. S. Government estimates, totalled twenty million motor vehicles, including trucks used for commercial purposes. This is at the rate of about 1 car for every 6 out of the total population in the United States of over 110,000,000 people.

With motor car production showing such material increases from year to year, there has been much talk in past times concerning the so-called "saturation point" in the industry. The well-known manufacturer Mr. John N. Willys, in a recent article analysing the situation, however, thinks that producers need no longer give this question much thought.

"They are fixing their attention on what is now a more important problem—that of adapting their business to certain constants of sales which appear to be definitely establishing themselves. The industry has reached a stage where a relatively dependable demand for its products may be expected. This demand in itself is large enough to warrant continued production at a high rate.

"In round numbers 18,000,000 passenger motor cars are registered in the United States. It is safe to assume that 1,800,000 of these will be so completely worn out each year as to be useless for trading in on other cars. These worn out cars provide a definite market for new automobiles, for once a person has owned a motor he continues to own one if it is humanly possible, which it usually is.

"At the present rate of increase in population and in individual buying power Mr. Willys argues it is conservative to figure 500,000 as the number of persons to be expected to buy their first cars every year. His calculations indicate that annually from 1,500,000 to 2,000,000 persons operating old cars will desire to trade them in for new ones. If these calculations are trustworthy they mean a market for replacements and first cars capable of absorbing anywhere from 3,800,000 to 4,200,000 new passenger automobiles each year. Mr. Willys thinks it safe for manufacturers to figure on a total of not less than 4,000,000. That would leave some 6,000,000 automobileless families in the United States, and from them probably would come enough additional demand to offset fluctuations in the classification covered by the foregoing estimates.

"Manufacturers a year or so ago were troubled about the saturation point, wondering how soon it would be reached, fearing perhaps it had been already reached. That was because the absorptive power of the domestic market was not measured or even measurable. More is known about it now, and what has been learned is anything but discouraging to this important industry."

"In the United States to-day the automobile can no longer be considered entirely a luxury within the province of only the well-to-do. The development of the cheap and medium price class of cars has enabled people in all walks of life to own cars. The number of persons who drive their own automobiles to and from their daily work would astonish those who, for the first time, have observed the large industrial plants in American cities—concrete testimony to the resource and enterprise of those who, economically, would be described as of the labouring classes.

It is the farmer, however, who obtains the highest utility from his automobile. The following editorial comment of the *New York Herald Tribune* is of considerable interest, particularly in presenting some illuminating statistical figures bearing on the status of the automobile in the farmer's scheme of life:

"It is pointed out so frequently these days that the farmer's purchasing power is on the wane that it is a relief to find at least one important field in which the farm dollar will go infinitely farther than it would before the war. Such a field is provided by the automobile, which can be purchased to-day at roughly one-half the price, measured in farm produce, that it could have been purchased at in 1913. The average price of the motor car in this country at present, for instance, can be met through the marketing of half as many bushels of Iowa corn or half the number of Iowa hogs that it would have been necessary to sell twelve years ago. The reason for this, of course, is that while farm prices have followed generally, if not always closely, the trend of other commodity prices, improved methods of production have resulted in an almost continuous decline in motor car prices.

"It would be easy to overlook the importance of this fact if we thought of the automobile as a luxury. But in the case of the farmer it is anything but that. A survey of the modern conveniences in the homes of some 400 home-owning farmers in four districts of Iowa made recently by the Department of Commerce showed the following significant result: While but 84.9 per cent. of these families had telephones, 60.8 per cent. pianos, 51.7 per cent. kitchen sinks, 50.5 per cent. phonographs, 41 per cent. central heating systems and 27 per cent. modern plumbing no less than 92.9 per cent. had automobiles. Nor is this relative importance of the motor car confined to homeowners. A similar census of tenant families revealed that whereas 84.9 per cent. had telephones, 36 per cent. pianos, 31.1 per cent. kitchen sinks, 13 per cent. central heating systems and 12.2 per cent. modern plumbing 89.1 per cent. were automobile owners.

"While American automobile manufacturers are turning their eyes toward the foreign field as their greatest potential market, they have long since come to see in the 6,000,000 farm families in the country the backbone of their industry. Farm cars unquestionably have a greater economic value than city cars, which makes the farmer market the more reliable. The great majority of city and town cars are distinctly luxuries. They have comparatively little economic value. City people have other means of transportation, less desirable perhaps, but equally speedy and often less costly. Of the automobiles on the farms more than 95 per cent. are used for business purposes. They have contributed substantially to the increase of more than 20 per cent. in the productivity of the farmer in the last decade. Next to California, which boasts the greatest number of cars in proportion to its population of all states in the Union, comes Iowa, the corn-growing centre of the country, while Nebraska, Kansas, Nevada, Oregon, South Dakota and Colorado boast more than a car to every five persons."

To supply the constantly increasing number of motor cars in operation throughout the country, the Oil Industry has had to provide, by extensions of refining facilities, development of new methods, such as the "Cracking Process" and also discovery and development of new sources of crude oil, an enormous quantity of gasoline. The consumption of gasoline, for example in 1925, was 4,256,000,000 gallons and consumption during 1926 amounted to considerably more than 8 billion gallons. The consumption per car averages about 500 gallons per year.

These huge figures of the present day lend an amusing note to the following comment in the *New York Tribune* of 20 years ago on the annual Automobile Show held in 1906:

"The Sixth Annual Automobile Show, opening in Madison Square Garden last night, showed an advance over the first show that made it difficult to realize that it was the same old show, by the same people in the same place. In 1901 there were just 954 automobiles in New York; last night there were half that number of cars as exhibits in the show. Also, there are 23,000 automobiles in New York, showing that the popularity of this vehicle is growing to undreamed-of heights."

The Reward of Merit

There is only one explanation of the new low prices announced in January by Graham Brothers.

That explanation is—overwhelming demand.

Such demand calls for expansion. Expansion means greater production. Greater production means savings in manufacturing costs.

Graham Brothers have expanded tremendously, both in buildings and equipment—and are now passing the savings on to the buyer.

Business men all over the world demanded and received 24,119 Graham Brothers Trucks and Motor Buses in 1925.

This year, with Graham quality at its peak and their prices at the lowest point in history, demand is even greater.

Dodge Brothers Dealers all over the world are prepared to supply it.

Ask your nearest Dodge Brothers dealer for the new reduced prices on Graham Brothers Trucks and Buses.

GRAHAM BROTHERS
DETROIT, U.S.A.
A DIVISION OF DODGE BROTHERS, INC.

THE DRAGON MOTOR CAR CO., LTD.

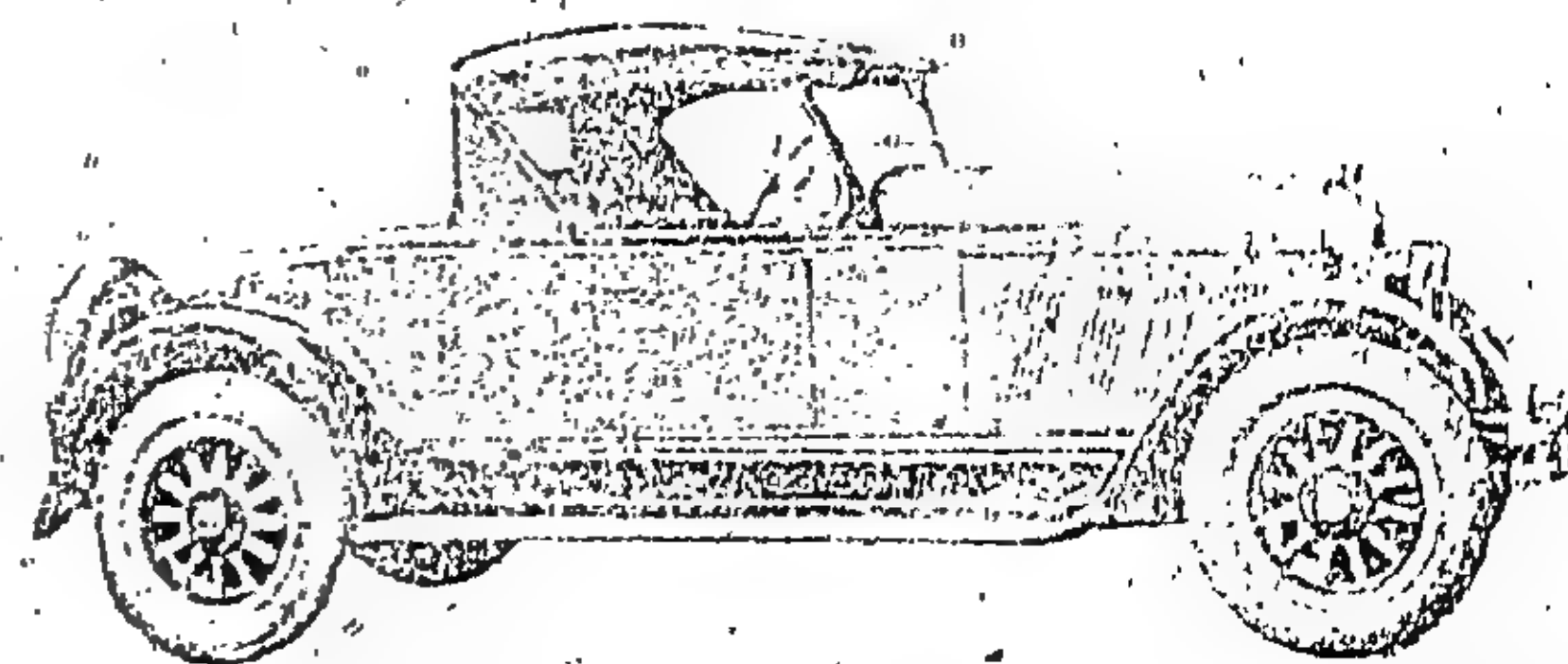
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GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

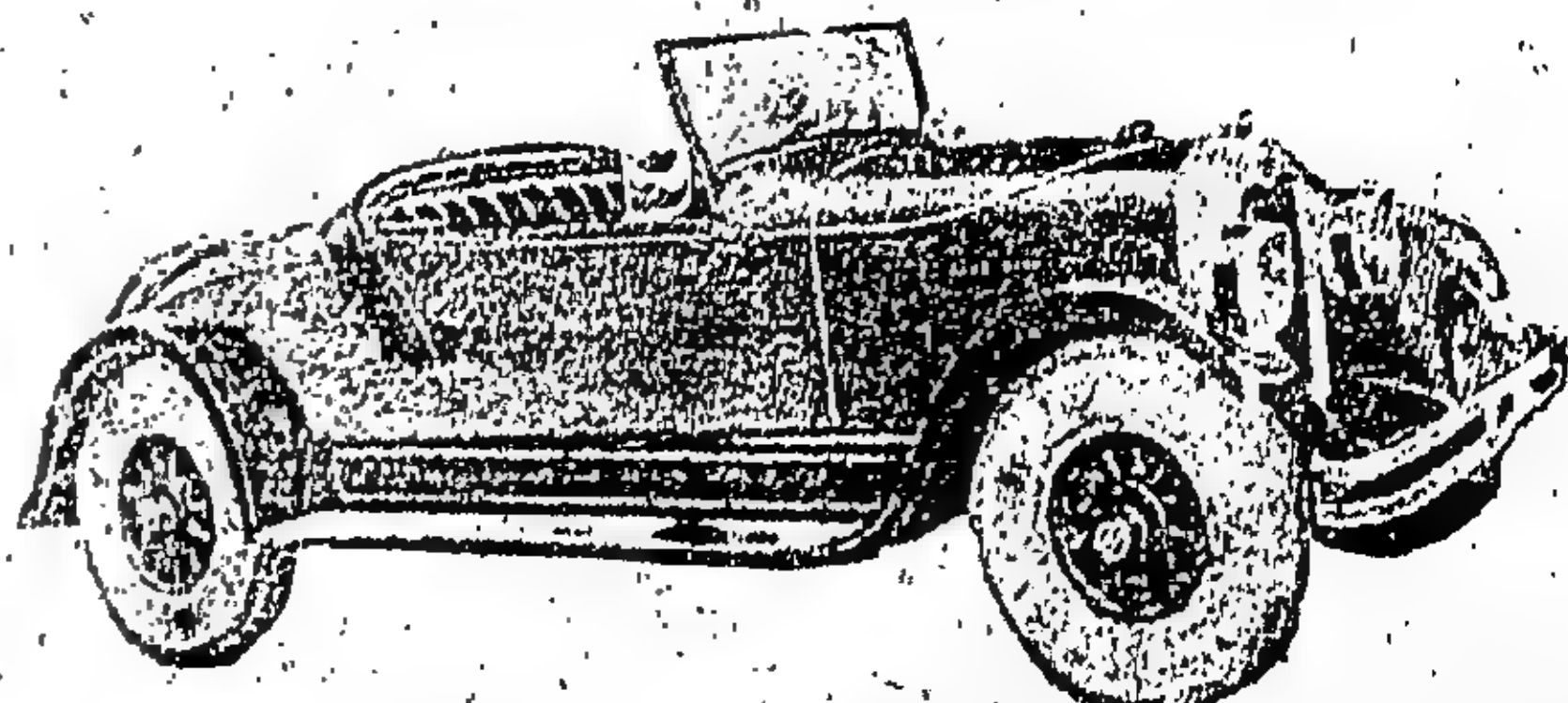
AUBURN

THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping—four or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pop to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

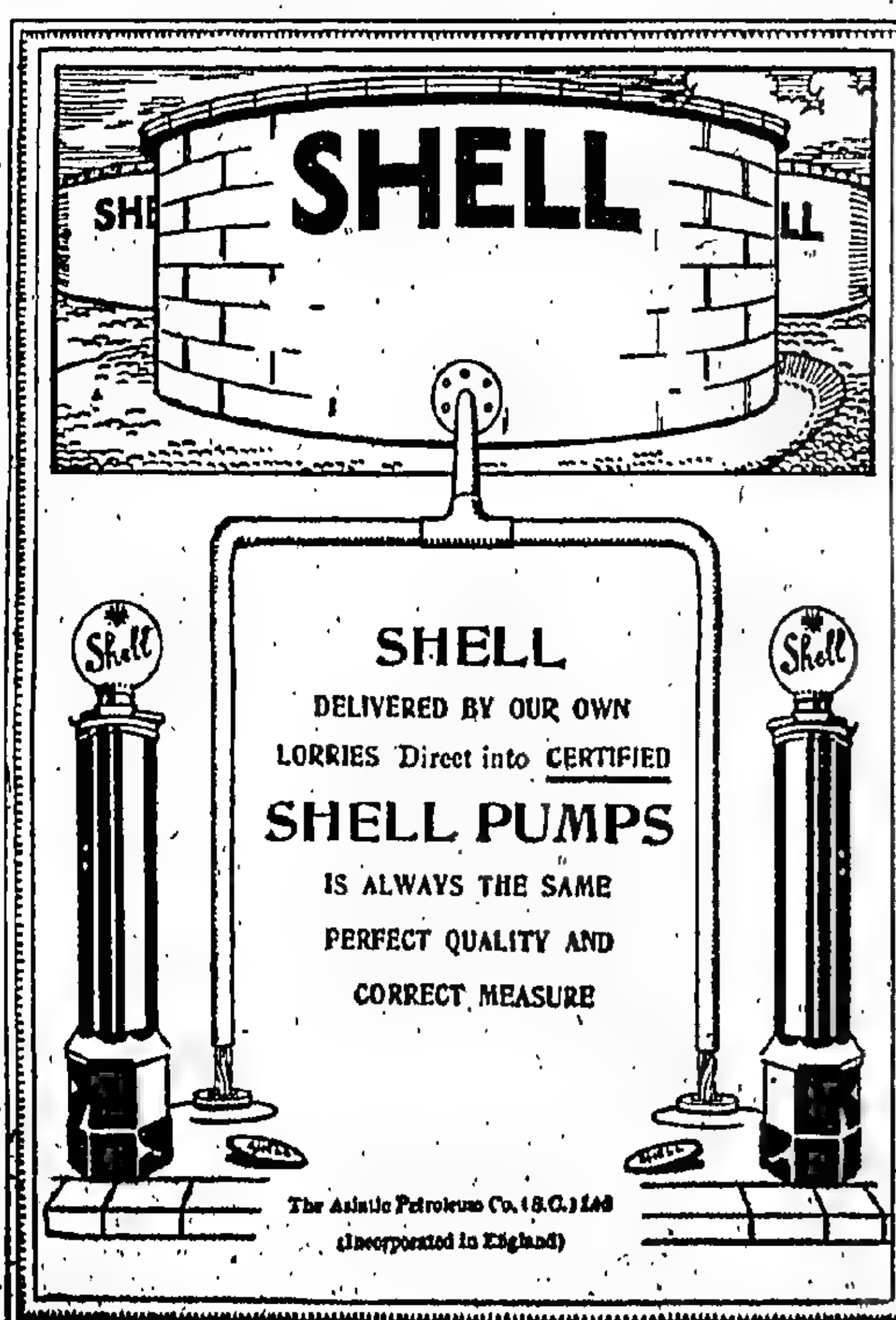
SALE AGENTS FOR SOUTH CHINA

UNIVERSAL AUTO SUPPLY CO.

Inspect our large stock of Motor Accessories and Spare Parts.
Sole Agents for Indiana Trucks.

FIRST FLOOR ASIATIC BUILDING.

TELEPHONE C. 4015.



IS DANCING GOOD FOR MOTORISTS?

CULTIVATING STEERING AND JUDGMENT.

There are not many old men about now. I was going to say that motoring—and dancing—had killed them, says a correspondent of *The Motor*, but such a statement would be more than rash! Shall we say that the road and the polished floor have laid the bogy of old age?

Just think! Before the coming of motoring a man turned 50 retired from active life, complained of the gout, wore a smoking cap . . . and rapidly succumbed from sheer boredom and inactivity. And now the contrast! Nine-teen-twenty-six came in to the throbbing melodies of fox-trots, the lift of waltzes and the measured rhythm of the tango. Half of the men and women who danced the New Year in were somewhere round the 50 mark, but young of mind and body. Outside in the street stood long, silent queues of cars, parked there by the owner-drivers (not all men, by any means), who laughed and chatted in ballroom or club.

All Over England.

Every night there are the same scenes in the larger towns. There is food for thought in this vast army of dancing motorists. How does one pastime affect the other? Why should not the skill and judgment learnt in avoiding mild "crashes" in the ballroom be good training for the motorist when at the wheel of his car? The same sense of speed and direction, the same ability to anticipate and to allow for the movement of other users of the fairway are called for in each pastime. There is a "rule of the road" on the satin-smooth floor; there must be good humour and tolerance and courtesy, just as there should always be on the King's highway.

Watch this couple: a grey-headed pair, portly and slow—the limousines of the ballroom. See how the man steers to right or left to allow free passage to the fast-moving boy and girl, dancing in perfect unison, who swirl by, reversing skillfully a moment later to avoid meeting another couple doing an unexpected turn. All the time there is movement; the "traffic conditions" change every second. Every man has to be alert—more wide-awake, almost than on a busy city street. Isn't it obvious that all this is very good training for the open road? The inextinguishable enthusiasm could find dozens of parallels

between dancing and motoring. The "sports model" couple, young and exuberant, thread their way swiftly through the throng, "stunting" a little, after the manner of their kind. The "family type" moves monotonously on, with very little variation of movement. The "limousine," previously referred to, glides in stately calm.

A Few Comparisons.

There is much braking, some couples stepping back from imminent disaster with no cessation of movement, thereby emulating the performances possible with a Ford or Trojan. There is even gear changing! An energetic couple whirled up to a "traffic block." They pull up. "Always their feet are moving in time to the music. They are 'in neutral.'" The obstruction melts away slowly, and, still keeping time to the strains of the saxophone, the two pairs of feet take little steps, covering the distance slowly—low gear. Then, with a gap ahead, the dancers stride suddenly lengthens and they shoot forward at increased speed. How like changing into "top" on a car!

The good dancer, like the good car driver, must seize opportunities, must be prepared to pull up in a very short distance if the need arises and must keep his eyes open to avoid collisions from the front, side or rear. This mental alertness has the advantage of keeping the brain "in training," as it were, for motoring and other occupations outside the ballroom. Incidentally, users of cars with front-wheel brakes learn not to stop suddenly and thereby cause those behind to bump into them—a lesson learned at the cost of a gentle collision instead of the price of a buckled wing.

Another aspect of dancing that has its value for motorists is the exercise it gives. The car driver is often a lazy individual, he would rather drive than walk. Consequently, he is apt to get out of condition, and no man not in the best of health has the quick brain so necessary if much difficult or fast driving is indulged in. Dancing provides, in many cases, the much-needed exercise, and thus makes up for the lazy habits induced by the constant use of an automobile.

PLEASURE CARS WANTED.

An increase in the sales of passenger cars and motorcycles has been noticed in Peru. However, the limited demand for trucks remains unchanged.

SHANGHAI'S NEW RAILWAY.

FORDSON TRACTORS USED.

"Peep, peep! All aboard the Fordson express for Shanghai."

China's latest and lightest of light railways has opened and is doing record business bringing country people to Shanghai from the isolated district across the Whangpoo at the mouth of the Yangtze river.

The railway runs from the back of the Standard Oil installation at Black Point to Chuenso, a thriving city on the coast, and covers a rich

agricultural area where formerly the only means of transportation were wheelbarrows and shank's pony.

Unusual features characterize the railway. The traction consists of two Fordson tractors, a Tilling-Stevens petrol car, and a strange German machine something like a converted Whippet tank. The carriages are small, everything being in miniature, but the track is well laid and substantial and there are stations at frequent intervals and a telephone system runs the whole length of the line.

The novelty of the railway has not yet worn off and crowds of people line the track when the Fordson, pulling a couple of car-

riages comes rattling over the countryside. The railway is about 15 miles long and fares average about 3 cents a mile. A regular time table is adhered to but at present only a few trains are being run daily as the journey from one end to the other takes about an hour and the company possesses only a small quantity of rolling stock.

The sheds are at the back of the Standard Oil installation at Black Point where there are extensive switches and a tiny little donkey, the size of which almost belies its strength, is used for doing the switching work and hauling the carriages into the sheds. Work on the buildings of more carriages is proceeding rapidly.

A big future is seen for this enterprise because the railway caters to the needs of a rich district and one which is so isolated that it is never affected by war or political disturbances. Easy connection with Shanghai is furnished by a service of Chinese ferry boats from a jetty outside the railway sheds which are near the Whangpoo.

PARK OFF HIGHWAY.

Parking a car on a main travel highway is dangerous, warns the American Automobile Association. It is suggested that autos be driven into off roads, or well off the travelled part of the road.

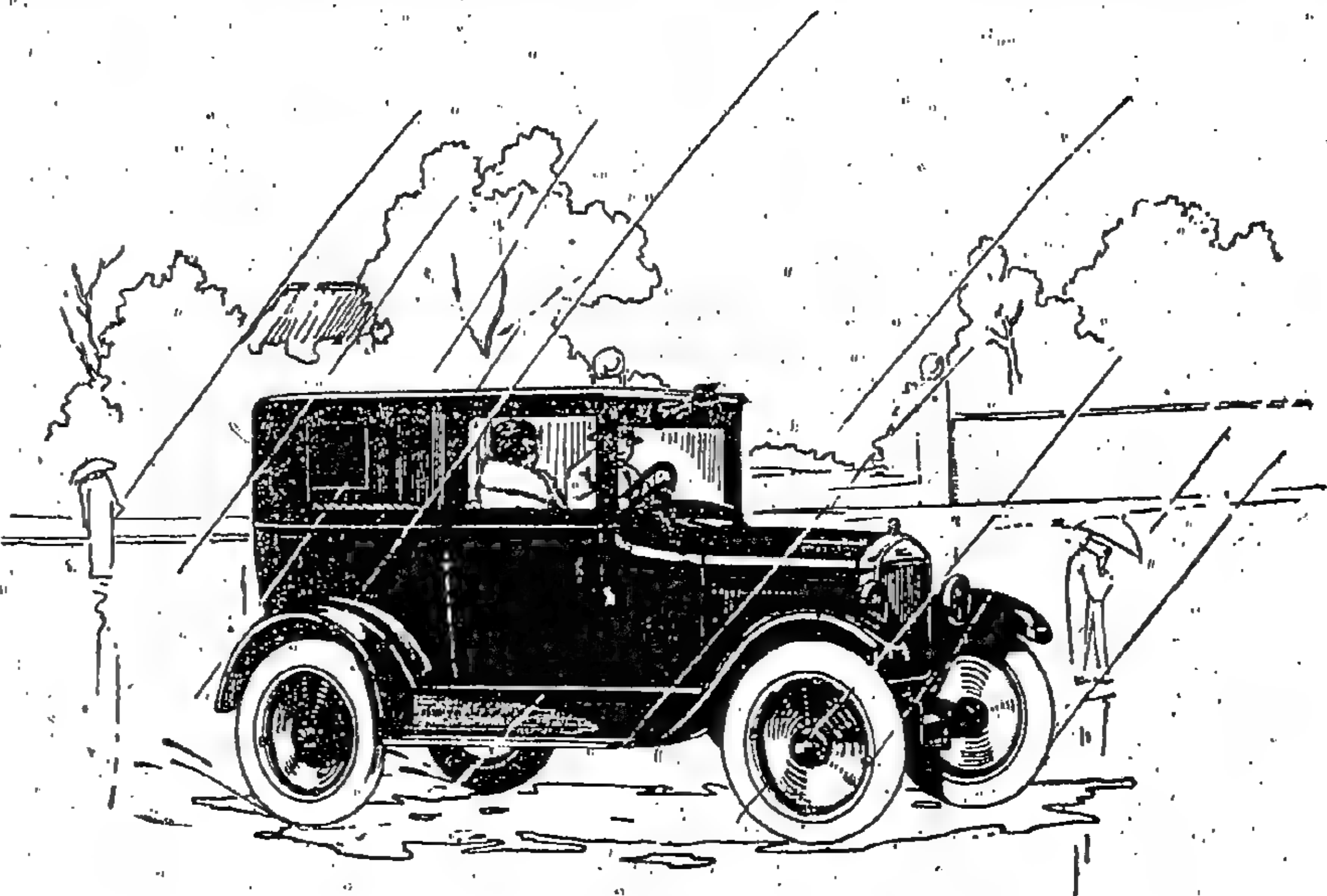
HUGE AUTO LAUNDRY.

An automobile laundry 200 feet long and 125 feet wide is to be erected in Chicago. The laundry construction cost is estimated at \$150,000. It is believed that this will be the largest auto laundry in the world.

BIG AUTO MARKET.

Huge motor sales were recorded during the last few months of the 1925 year in the Philippine Islands. A great demand was present for both trucks and passenger cars.

BEAUTY—COMFORT



TUDOR SEDAN

With self-starter and demountable rims delivered in Kowloon. H.K. \$1,525.00. Balloon Tyres H.K. \$50 extra.

Many Added Features in the New Tudor Sedan

You will be surprised at the added refinements and conveniences to be found in the improved Tudor Sedan. The cars are finished in carmen lake, tartan green or moleskin deep grey, with upholstery to match, giving an artistic harmony to the whole car. The one-piece ventilating windshield, wiper and rear view mirror, give greater visibility for driving. The steering wheel is larger and lower. The gasoline tank, of increased capacity, is under the cowl and may be filled from the outside. Brake and clutch pedals are wider and more conveniently placed and brake bands and drum are larger. Bodies of all steel construction mean longer wear, lower upkeep and a greater element of safety. The Tudor Sedan has all the qualities you want in a car—beauty, utility, comfort and convenience.

SEE THE NEW MODELS AT OUR SHOWROOM

Andrew Harper

Chatham Road, Hunghom, Kowloon: 6, Queen's Road Central, Hongkong.

Telephones:— C.4895 and K.1216.

Ford Motor Company

Detroit, U.S.A.

CONVENIENCE—UTILITY

MOTORING ABROAD AT HOME

The Capitol in Washington

ONE OF A SERIES OF TRAVEL TALKS.

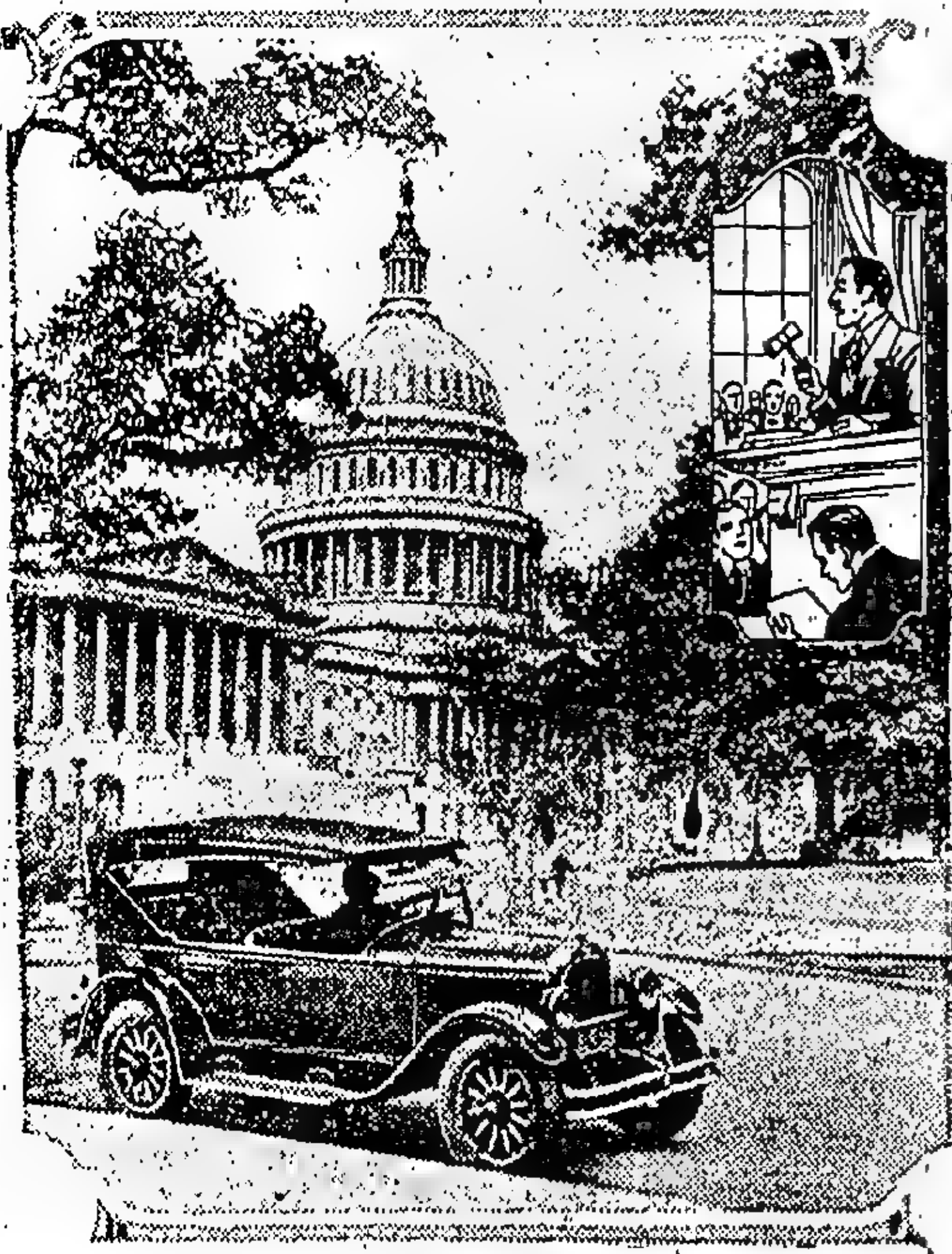


Photo Courtesy Chrysler Maxwell Motor Corporation.

The best known of all buildings in America

THE American traveller who resolves to see his own country before wandering off to foreign lands always picks Washington, D. C., as one of the first cities. And there the first building that he will probably visit is the Capitol of the United States which is located on the brow of a hill that is itself nearly 100 feet above the Potomac. The building was built in 1793-1827. The original architect was William Thornton who died in 1827. His designs were modified by B. H.

Latrobe and Charles Bulfinch and the wings and dome added in 1851-1865.

The building consists of a central building of Virginia sandstone painted white and two wings of white Massachusetts marble. Its length is 751 feet and its breadth ranges in different parts from 121 to 324 feet. The main building is surrounded by an iron dome which rises to a height of 288½ feet and on the dome is a Statue of Liberty 19½ feet high.

CANTON RUMOURS

ENEMIES OF GOVERNMENT
AT WORK.

DEFENCE OF CITY.

Reports from Canton tell of the widespread circulation of all manner of rumours, chiefly by means of printed pamphlets, the majority of which are attributed to enemies of the Canton Government.

Whilst many of these stories are obviously distorted tales, it is interesting to note their nature. The circulars speak of an open rupture between General Li Chai-sum and Chang Kai-shek; the denouncing of General Chang Kai-shek by subordinate officers under the command of General Li Chai-sum; the declaration of independence by Kengmoon; forced marches of the 4th Army Corps upon Canton, to "punish" the powers-that-be; and the alleged arrest of Mr. Wang Ching-wai.

These circulars can be seen everywhere in the city, either placarded at conspicuous points or distributed to shops and residences, and even to the Government offices. So widespread is the movement that Mr. Wang Ching-wai has personally written to General Wu Te-ching, of the Police Department, to spare no efforts in hunting down the authors of the pamphlets. It is reported that as a result of this order two suspects were arrested in a hotel on the Bund, and marched to the Police Station under armed escort.

Following this, an order was given to General Chu Pui-tek, to despatch to Canton three regiments stationed in the North River district in order to give additional security to the city. It is stated that the transportation of these troops by railroad commenced on the 9th instant, and that they are being stationed at Tai Sha Tau, Yee Sha Tau, and the East Bund. Furthermore, General Chang Kai-shek has ordered the regiment under the command of Chang Ting-mun, which is stationed at Shuehling and Shumchun, to return to Canton. The troops of the 20th Division, under General Wong Pak-lung, stationed at Tung-koon, are to take up the stations vacated by the troops of Chang Ting-mun.

The arrival of General Chin Kuo-yuk, of the 10th Division, at Canton was reported some days ago. It is now reported that, having received instructions from General Chang Kai-shek, he is returning to assume the post of acting General Officer Commanding the 4th Army Corps and Civil Administrator of Hainan, with special instructions to deal with the bandits in the three peninsula districts of Luichow, Suikui, and Chu Man. Although the 11th Division has been operating against these bandits for some time, little headway has been made. The Magistrates of the three districts have jointly petitioned the Canton Government to set aside one year's taxes for defensive measures in the three districts, expressly for the purpose of opening up the jungle country in order that the attack may be taken into the stronghold of the bandits.

APPOINTMENTS.

The following appointments are gazetted:

Mr. John Watson to act as Assistant Secretary to the Sanitary Board during the absence on leave of Mr. David Davies.

Mr. Arthur Dyer Ball to act as Assistant Attorney General.

Captain Robert Melville Smith, M.B.E., to be in command of the Infantry Battalion of the Hongkong Volunteer Defence Corps and to act as Major and Administrative Commandant of the Hongkong Volunteer Defence Corps during the absence on leave of Lieut. Colonel L. G. Bird, D.S.O.

Captain Hugh Fitzherbert Bloxham temporarily to act as Assistant Superintendent of Police, with effect from 8th March, 1926.

His Excellency the Governor has appointed the Kennedy Town Hospital to be a Government quarantine station for the purposes of the Vaccination Ordinance, 1923.

QUEST.

By the Rev. G. R. Lindsay, M.A.

"The Eternal God is thy dwelling place."—Deuteronomy 33, 26.

"Religion," said someone, "is from first to last quest and conflict." "Oh, that I knew where I might find Him," is the expression of a very real part of universal religious experience. Something or someone has created an urge within us which sets men everywhere on the quest for the satisfaction of their whole nature. We feel we are greater than we know. We have instincts that will not be quenched. Eternity has been set in our hearts, and time is not enough.

There is a felt immensity of soul cabined in a world too small for it—men ask for life and life abundant. Three score years and ten cannot exhaust our possibilities unless our faculties are meant to mock us.

All this is as a throbbing impulse within, towards something good. Again people, far from Christians, seek a definite purpose in life, something big enough for their faculties. Vague, shadowy yearnings possess them, that they are meant for something bigger and more lasting than the fitful years of earth.

Then there is the sense of moral failure. Life sets its high demands which are too much for us without God. Sooner or later something crashes through our self-esteem and self-sufficiency, and gives us a shuddering look into the depths. We are sent out on the grand quest for someone who can meet the plight of the guilty, and give a sinner hope. Or, again, a real sorrow comes which drives all the shelters down, and something will cry out in our heart for a great companion, for fellowship. The solitude was there all the time, but sorrow makes us realise it, and sends us seeking.

There seems to be a glorious conspiracy in life to set men

seeking life, hope, and satisfaction.

"Our destiny, our being's heart and home, is with infinitude and only there."

With hope it is, hope that can never die.

Effort and expectation and desire.

And something ever more about to be.

But why is it that man cannot be contented with his earthly home? How is it that he seems to be infected with this strange instinct for the eternal? Why indeed should he indulge in a quest at all for the unknown, and, as some would avow, the unknowable? Cannot civilisation and culture and the ever-increasing comforts of life, which science has produced, satisfy him? Why should men, that is men who take their conscience seriously, return again and again—

"To strive, to seek, to find, and not to yield."

In the quest for satisfaction of these human yearnings, this sense of moral responsibility, of felt incompleteness, which drive us in spite of ourselves to think and to pray? The Christian answer is that the Eternal God is man's home. He alone can satisfy the longing soul, and fill the hungry soul with goodness.

The reason why we set out on the quest for the satisfaction of our over-demanding nature for the eternal, is because we belong there. Our very quest betrays our origin, as a man's brogue betrays his country. We belong to the realm and the Spirit we seek.

"The eternal God is thy dwelling place." As birds seek their nests and men their homes, the soul seeks his God. "They who seek Me with all their hearts shall find Me."

COBHAM'S FLIGHT.

FIVE HOURS ACROSS
MEDITERRANEAN.

Rugby, March 13.

Mr. Alan Cobham, in a message to the *Evening News*, gives an account of his exciting flight from Sollum, in Egypt, to Athens, which is a distance, as the crow flies, of 180 miles. The flight over the Mediterranean from Athens to Sollum has been done many times, but in the opposite direction it has not been accomplished before. Cobham's time for the flight was five hours and ten minutes. Cobham has pointed out that the prevailing wind is always northerly.

He says:—"Elliot, the engineer, stripped the aeroplane of all extra weight and, Emmott, the cinematographer, sent back his camera and gear and thus we could take ten more four gallon tins of spirit, to empty into the main tanks during the flight. The load was terrific, but we took off well. Visibility was bad and we had to depend on our compass. Hour after hour we continued with no sight of land. In the middle of the Mediterranean we passed over a ship which gave us confidence as all ships had been broadcast in case of misadventure. We had been flying three hours through showers and bad visibility and thought that Crete ought to be in sight. But another half-hour passed and still no land. I headed more north and we were all getting a

little worried when I dimly sighted a shadowy rocky coast, which was later located as the island of Cythera and I soon found the mainland of Greece. We had passed close to without seeing it. As we cornered Cape Malea, I got into violent down currents caused by the gale dashing over the mountains. The machine was violently thrown about, and I flew out to sea away from the mountains and landed at Athens in sunshine."

Flying via Pisa and Lyons, Cobham expects to reach Croydon aerodrome during the week-end. Representatives of Air Ministry and aero-nautical bodies will await him to congratulate him on the accomplishment of his memorable journey to Cape Town and back.

An interesting fact is that the Union Castle liner, Windsor Castle, left Cape Town at the same time as Cobham and is due at Southampton early on Monday. Cobham has expressed the hope that he will reach England first.—*British Wireless.*

Plymouth, Jan. 31.—Boatswain's Mate, Ernest Heitman, who was drowned in an effort to rescue the crew of the British freighter Antinoo, was to have been married at Bremerhaven after the arrival of the Roosevelt there on this trip. Passengers of the Roosevelt, who collected \$1000 for the relatives of Heitman and Wirtenan, who also was drowned, decided that half the money should be given to Heitman's fiancée.

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GENEVA IMPASSE.

(Continued from Page 1.)

fact that Sir Austen Chamberlain has been receiving a constant succession of visitors, including Count Bethlen and Viscount Ishii. He had also arranged to receive British journalists, but near the meeting time Dr. Luther, breathless, rushed through the hall of the Hotel and was closeted with Sir Austen Chamberlain for half an hour. Sir Austen cancelled the pressmen's reception, and left immediately, accompanied by Lord Cecil, to see M. Briand.—*Reuter.*

THE EXTREME LIMIT.

M. Briand in announcing the German decision said that the rejected proposals represented the extreme limit of the Allies' concessions.

The German refusal to agree to granting a non-permanent seat on the Council to Poland, on which France is insisting has aroused considerable anxiety, and the outcome is most uncertain.—*Reuter.*

Geneva, March 12.

A suggestion to remove the seat of the League from Geneva to Lausanne or Locarno, or elsewhere was raised by Mr. MacWhite (Ireland) and caused a flutter in the Committee dealing with the project of building new League offices and Assembly Hall. Mr. MacWhite complained that only limited privileges and immunities were at present accorded to League delegates. The Swiss representatives were most concerned and gave assurances of Switzerland's willingness to meet the objections, to grant facilities, to acquire the present Secretariat building at an equitable price and secure a site for a new building. The Committee accepted the assurances and decided to erect new buildings at Geneva.—*Reuter.*

RABIES SCARE.

CASE OF HYDROPHOBIA.

A case of hydrophobia, resulting from a dog bite, has been sent to the Government Civil Hospital. From enquiries made, it appears that the boy, aged 14, was bitten by an unknown dog in Des Voeux Road West on February 14th. Although he informed his mother, she did not report the matter, as she did not think it serious, there being only a slight wound on the boy's hand.

The body of a dog, which died in a police cage at Wanchai, has been sent to the Government Bacteriologist, as the presence of rabies is suspected. The dog is owned by Mr. Taylor, a police accountant.

A report has been received that submarine L.4, whilst on the way from Hongkong to Singapore, went aground on the Bombay Reef, about 420 miles south of Hongkong, but was later refloated without having suffered any serious damage. She has resumed her trip.

Aix-la-Chapelle, Prussia. George Frederick Handel, composer of "The Messiah," who died in 1759, was boisterously summoned back to earth by opera-goers when his "Rosalinde" was performed here for the first time. "We want Handel! we want Handel!" yelled the crowd, following the German custom of curtain calling the composer if his composition commends itself to the listeners. At first those versed in musical history took the yell as a joke, but a glance at the enthusiastic faces of the claque was convincing that the composer actually was regarded as a contemporary musician.

BANQUETTING HALL SCENE IN "IF"



Above is depicted one of the striking scenes in the Hongkong A. D. O.'s production of "If." (Photo: Ming Yuen).

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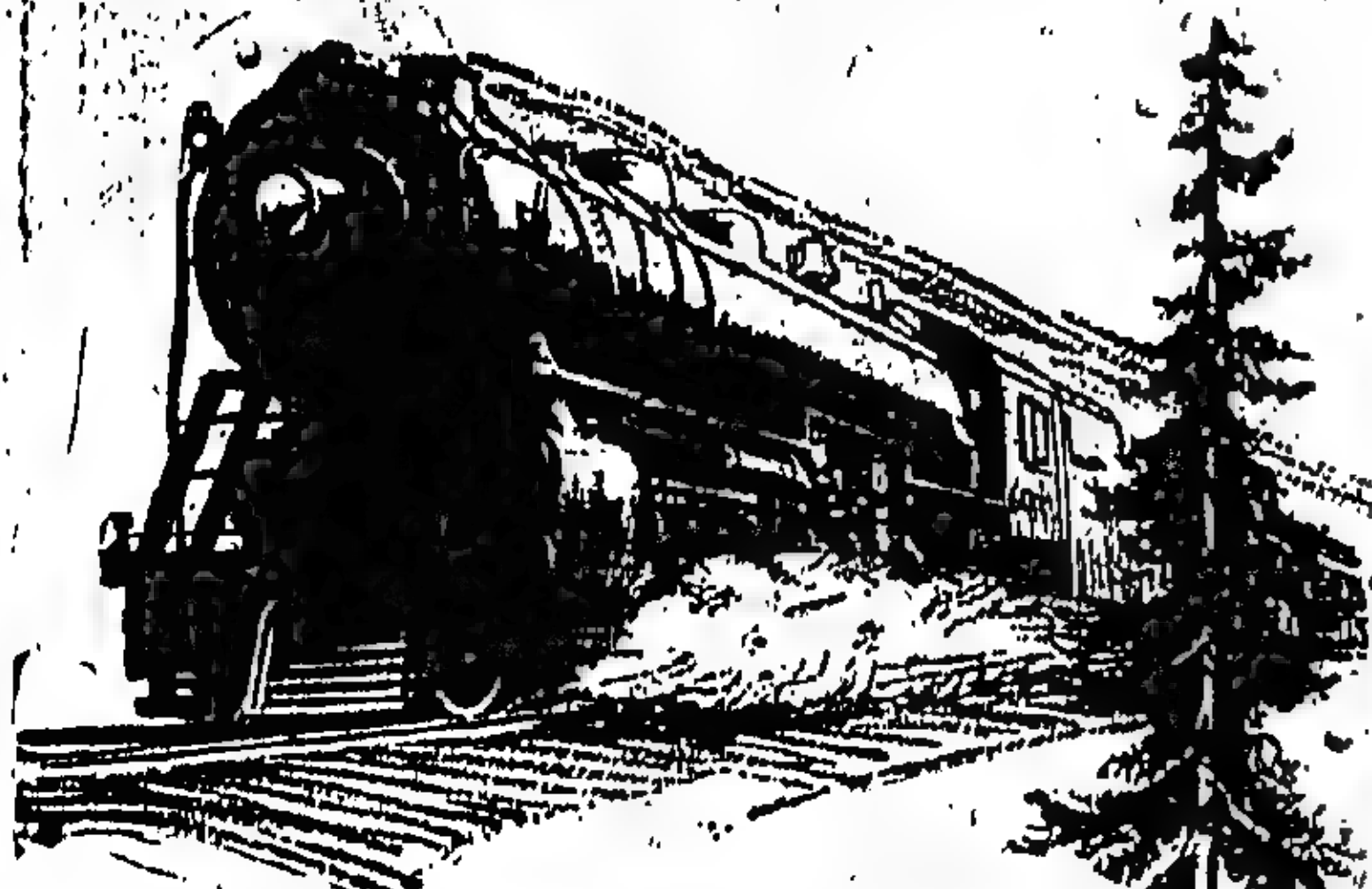
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TEA AND GOOD QUAKERS.

AN HISTORICAL SKETCH.

Collectors of travel-books may never have seen Mincing-lane, but they know that tea, like wine, has its literature. Mr. R. O. Mennell has by his new book "Tea, an Historical Sketch," added a work delightful in external and curious in contents. It would have been still better if the author could have persuaded himself to keep his disputable politics out of it, but the rest is engaging enough. In form the book is a slim quarto, with a perfect air of seventeenth-century printing. The coloured frontispiece reproduces Rowlandson's vivacious impression of one of the East India Company's auctions in 1808.

The other illustrations are in their way a real contribution to the social record. They are price-lists and circulars: chiefly drawn from family records since the eighteenth century; for the author belongs to the seventh generation of a line of tea-men. In 1785, when young Mr. Pitt was still a new and most surprising Prime Minister, the choicest Boho was 1s. 11d. a pound, while the aristocratic Hysons ran up to ten shillings. Mr. Mennell's general story is well and perspicuously written. He tells how tea came into England before Charles the First lost his head. The last Stuart beheld a comfortable extension. "Great Anna whom three realms obey," did "sometimes counsel take and sometimes say." It was "the cup which cheers and not inebriates."

So we come to the prodigious cultivation and commerce of our own time, and learn how India and Ceylon, overpowered the original leaf-Celestial. But the best in these pages are those of a piety in ancestor worship such as Chinese growers would approve. That firm spinster Maria Tuke began in 1725, just over two hundred years ago, to sell tea freely in York, defying the privileges of the Merchant Adventurers' Company. She bequeathed a successful business to her nephew, William Tuke—founder of the talented and benevolent Quaker line from which Mr. Mennell derives. To drag in party-politics only blotches a theme which should have nothing to do with them. It is not very deep, and it is very trying to find the creation of the British Dominion in India described as a "tremendous piracy." Does he think that the Moguls were missionaries or that Nadir Shah was an apostle when he ordered the sack of Delhi and watched impassively in the Chandni Chauk the massacre and looting raging for three days? We have been imperfect in India, but it is true, as a fine thinker said, that "for every war we have waged in India we have prevented twenty." In our author's view all history, instead of being a perhaps fatalistic process, would have to be regarded as an avoidable offence. The modern tea-trade, like cotton, would be a very special result of piracy, and to engage in it would imply seven generations of no unremunerative error. But the book is pleasing and useful enough to bear this queer mixture of practical commerce with ideal of its origins.

THE MOTOR SHIP.

NO USE FOR THE NAVY.

London, 9th February.—The *Daily News* naval correspondent says that one third of the new British tonnage consists of motor ships, which represented sixty-five of the world's shipping constructed in 1925, compared with twenty-nine and a half per cent. in 1924.

Seventy-five per cent. of ships constructed in Germany, Sweden and Denmark were motor-ships.

Britain owns the largest motor-ships, the "Asturias," which is shortly sailing on her maiden trip.

Twelve motor ships were recently ordered in Britain, including two more for the New Zealand trade.

The correspondent states that it is impossible to introduce motor ships into the navy capable of the necessary high speeds until the oil engine is so improved as to be able to generate the same powers as the steam turbine.

OXFORD GOING "DRY."

NEW UMBRELLA CRAZE.

"Brollies" are the newest vogue among Oxford undergraduates, and are ousting "bags" from popularity.

To be seen in the street without an umbrella is almost to appear undressed, so universal has the fad become.

At present there seems to be no ruling as to the sort of umbrella that should be carried, writes a *Daily Chronicle* correspondent, and the variety sported by Oxford's young men includes the old fashioned crook handled brolly, the "stumpy," the long staff affected by cadaverous aesthetes, and even the old-fashioned green cotton "gamp" apparently borrowed from a carrier's cart.

The gayest spirits have broken out into coloured umbrellas, and one group perambulates the "High" and the Cornmarket with an enormous umbrella of a passionate pink.

There seems no reason why novelties should not be introduced, such as folding umbrellas for the pocket, and hollow handles to serve as cigarette or spectacle cases. New colours would be distinctive and decidedly smart—the "Magdalen Mauve," the "Ruskin Rouge," or the "Bullingdon Blue" for example. Or a new shape for the elect—the "Balliol Brolly."

To be quite "it" the complete Oxford map must now wear:—No hat, bags, a brolly, rainbow jumper, turn-down collar, sports coat, horn glasses, golf hose.

The origin of the newest craze is said to have been the use of an umbrella on some occasion by the Prince of Wales. Already the dexterity with which the latest pets are manipulated would do credit to many a dowager.

ETIQUETTE HINTS.

BOOK BY LADY TROUBRIDGE.

Lady Troubridge has come to the rescue of those who wish to learn the secret of personal charm. It is the small mistakes in etiquette that cost men and women embarrassment and lost friendship.

Those with social aspirations, as well as those who merely wish to live their lives pleasantly, will thank Lady Troubridge for "The Book of Etiquette."

It might well have sub-titled "Exactly How to Behave," for it tells the ordinary person what is expected of him, or her, on every conceivable occasion.

Such a book necessarily contains much that is obvious to most mortals. For instance, when attending a funeral—

"Vivid colours, either on a man or woman, show a disregard for the feelings of the mourners, a lack of respect for oneself, and a distinct ignorance of the laws of good conduct. On such an occasion levity of any sort is atrociously bad form."

Similarly, the guest at dinner is warned that:—

"To take large mouthfuls, to eat too fast or too slow, and to eat and drink noisily are unforgivable awkwardnesses."

Young men and girls are asked to note that it is incorrect to:—

"Borrow even the smallest sum of money."

Use the pocket-handkerchief, in public unless absolutely necessary.

Lounge about, lie on sofas or put feet on chairs in public.

Tuck the dinner-napkin under the chin or wave it about.

"Well-bred people," it is pointed out, "do not say 'Right-o, Emily!' to a servant or 'Cheerio, old thing!' or whatever may be the expression of the day, to a dignitary of the Church!"

When motoring:—

"It is bad form to stand up in the car, to sing or shout or make oneself conspicuous; and equally bad form to throw paper bags, used sandwich-boxes or anything else from the car on to the road."

Dance hostesses are urged to "feed the band" well, and to ask more men than girls. In fact, Lady Troubridge in two volumes, always bright and often amusing, gives those who want it the complete guide to good form.

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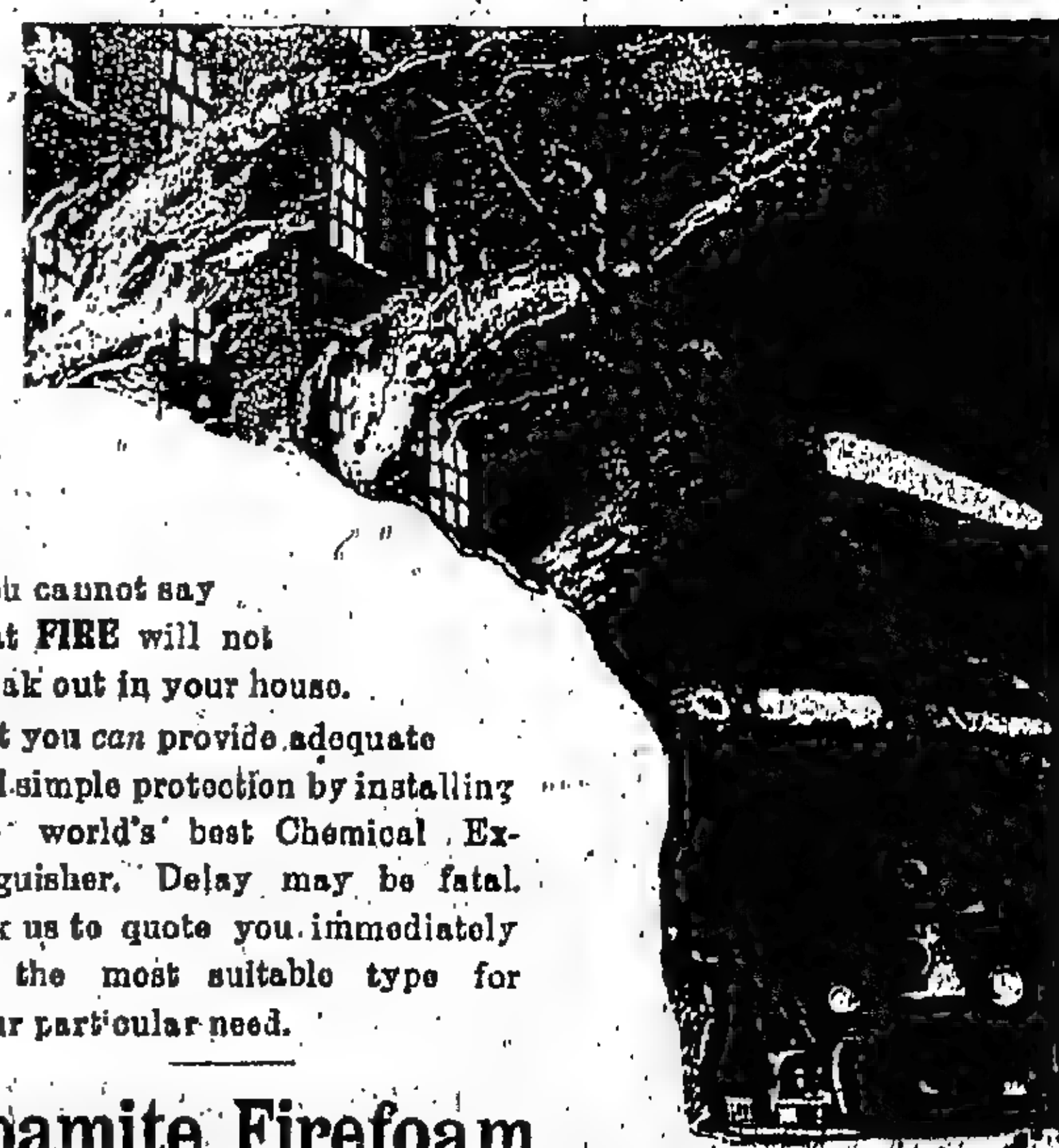
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The wrap photographed is of ivory white brocade lined with white chiffon and it is cut in the shape of a half moon.



The frock of today does not overlook the decorative. If there is not a sash at the side or a bustle in the back there is an ornament somewhere to focus the attention.

THE TULLE VOGUE.

The great costumiers seem to be trying to see who can use the most material with the least effect of bulk; and this is particularly true of the newest evening frocks.

If you want to know the last-minute evening material, it's net. "Tulle" in Paris; it's the same thing, and it's acknowledged to be the new fabric for this coming season. Hardly, again; an economical fashion, as its success depends on its freshness and crispness, but on the other hand the newest makes of tulle, for all their apparent fragility, are really very strong, and a net overdress can cheer up an old brocade or lame slip in the most magical way, so the prospect isn't nearly as ruinous as it sounds after all.

GORGEOUS WRAPS.

There is little limit to the choice of beautiful evening coats and cloaks in shaded or brocaded velvet, in panne, and in various coloured lame, trimmed with fur and in many instances richly embroidered besides. For example, one magnificent cloak in geranium-coloured velvet is applique with medallions in gold bordered with the finest strands of fur and embroidered with pearls. Another is in white panne, worked with cabochon pearls and silver beads and furnished with a magnificent collar of white fox.

STAINS ON A CARPET.

Black lead stains on a carpet are very difficult to remove, as soap and water seem only to spread the stains further.

About the best thing for a carpet is to apply a thick paste of fuller's earth and water.

Leave this to dry, then brush it well off. If necessary repeat the treatment, but if the stain is obdurate, it is better to send the carpet to a good cleaner.

WOMAN'S PART IN PUBLIC LIFE.

One of the most delightful confessions of the attitude of a business man towards advancing feminism was made the other day by a prominent Edinburgh public man.

While discussing the increasing activity of women on public boards, he went on to refer in a rather doleful manner to what he considered the dire consequences which might follow their election to the chair of such bodies.

But the amusing feature was that this grumble was not with their capacity as "fit and proper persons" to discharge the offices of the chair with becoming dignity, but against the monstrous idea of their superseding mere males in that function, and of the consequent subjugation of the hitherto all-important men members of such boards.

"Morning, noon, and night," he said, "we are under the thumb of the women-folks in the household, and just imagine what it would be like to come to a meeting and to be under the chairmanship of another woman."

He shrank from that dreadful picture and muttered in protest, "We must have some freedom," to which a worthy colleague replied with solemnity appropriate to the occasion, "True, perfectly true."

Well, if that is the only reason these leaders of the people can put forward for keeping women in the background on public boards, it is to be feared their days of so-called "freedom" are numbered, for women appear to be destined to play an increasingly large part in the affairs of the people—a part which, to the mind of one leading student of modern feminism, may ultimately include a complete and controlling interest in Parliamentary affairs, not only through the ballot box, but through the very constitution of Parliament itself.

FASHION NOTES.

A new colour has been launched by the dressmakers which will certainly "take." It is a delicate, almost faded tint, neither pink nor mauve, but something between the two, with a hint of brown in its softness. It is called "ashes-of-roses," which perhaps, is as good a name as could be found. It strikes a curious note at all events, coming just when the vogue for frank bright colourings seems to be at its height.

Even women, who for one reason or another, still wear black clothes, are adopting a small square of bright coloured silk, which they tie round the throat, in an artless, but cheery bow.

It will be easy this season to create the illusion of a change of colour, since frocks much patterned, and lace gowns, with the patterns brought into relief by being accented by embroideries or hand paintings, are to be so fashionable.

The wise woman will have two or three accessories in the colour of the ground-work of her frock, and the others to match the predominating colour of the pattern. The same accessories in red would create the idea that red was the frock's chief note.

Bags are being made with one side all black, so that they can be carried with two frocks, and strike the right note with each. Scarves are also being made in such a way that they accentuate two different colours, according to the way in which they are worn.

THIS WEEK'S RECIPE.

DATE WAFERS

One cup brown sugar, 1 cup butter, 2 1/2 cups oatmeal, 2 1/2 cups flour, 1 cup water, 1 teaspoon soda, 1 teaspoon salt.

Filling—One pound dates, 1/2 cup sugar, 1 1/2 cups water.

Cream butter and beat in sugar. Mix oatmeal, flour, soda and salt. Add alternately with water to first mixture. Knead until smooth. Roll on a floured molding board, making a sheet 1/4 inch thick. Spread half with filling, cover with remaining dough and cut in narrow bars. Bake in a moderate oven for 15 minutes.

To make the filling, stone the dates and cook in sugar and water until thick.



Here is pictured a new creation of burgundy coloured suede cloth with a smart cocarde of faille ribbon exactly matching the material.

VARIATIONS IN FABRICS.

As interesting as the trend of fashion in gowns, in wraps, millinery and so on is the dress that underlies the exterior. Lingerie, grows more important as it is more and more reckoned with the ensemble. Lingerie, in the style of the day, must be ornamental as well as useful, must have a style, quality and type of its own. The new styles present fairylike, duds dimly veiling slender forms. Lingerie is a detail so carefully thought out and so artistically executed as to reflect every individual fancy.

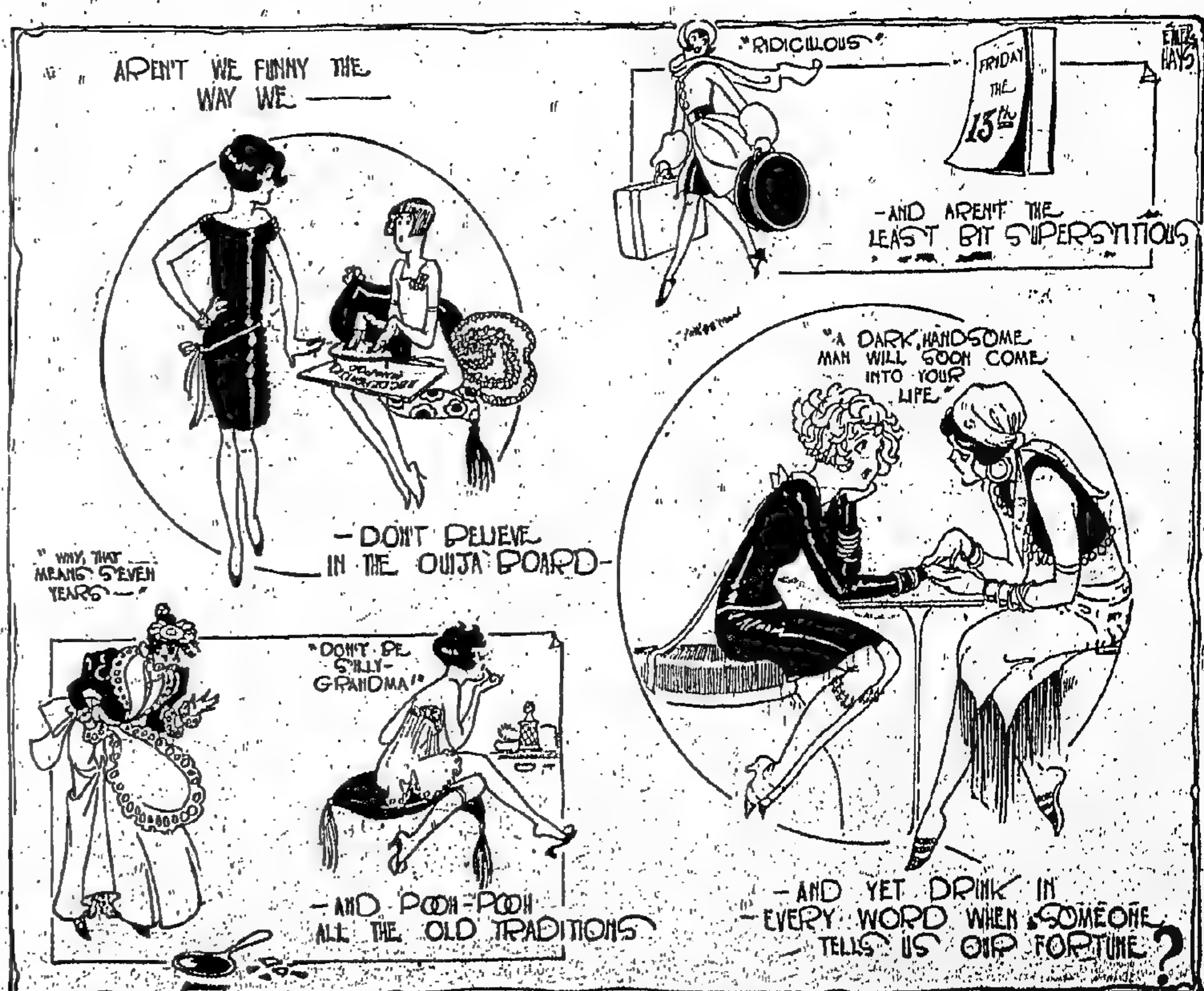
Styles in lingerie keep up-to-the-minute pace with fashion in dress. The boyish bob and knickers are matched with the pyjama night suit; and that tight, straight-line frock is slipped over little underthings, still, more

snug and straight. The newstyle lingerie is sheer and soft, and is made so simply as to cling to the figure. As few garments as possible are worn. These features are illustrated in the colourful display in all of the shops. Women are timid, however, about accepting the novelties that appear with some warrant of authority from the fashion creators of Paris, which is still looked to as the centre of ideas and artistic achievements in these matters, though countless dainty creations are successfully done by artists in Great Britain.

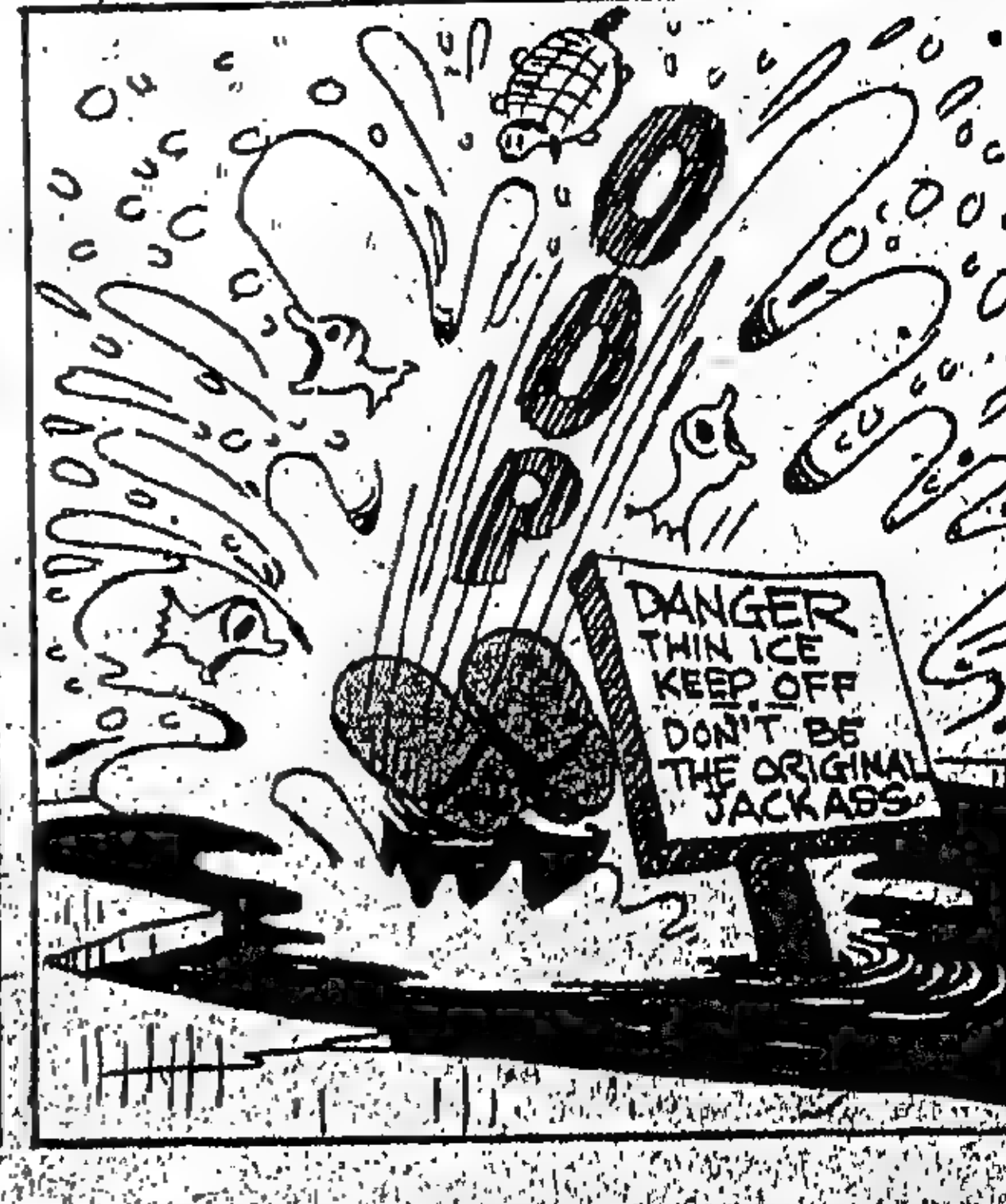
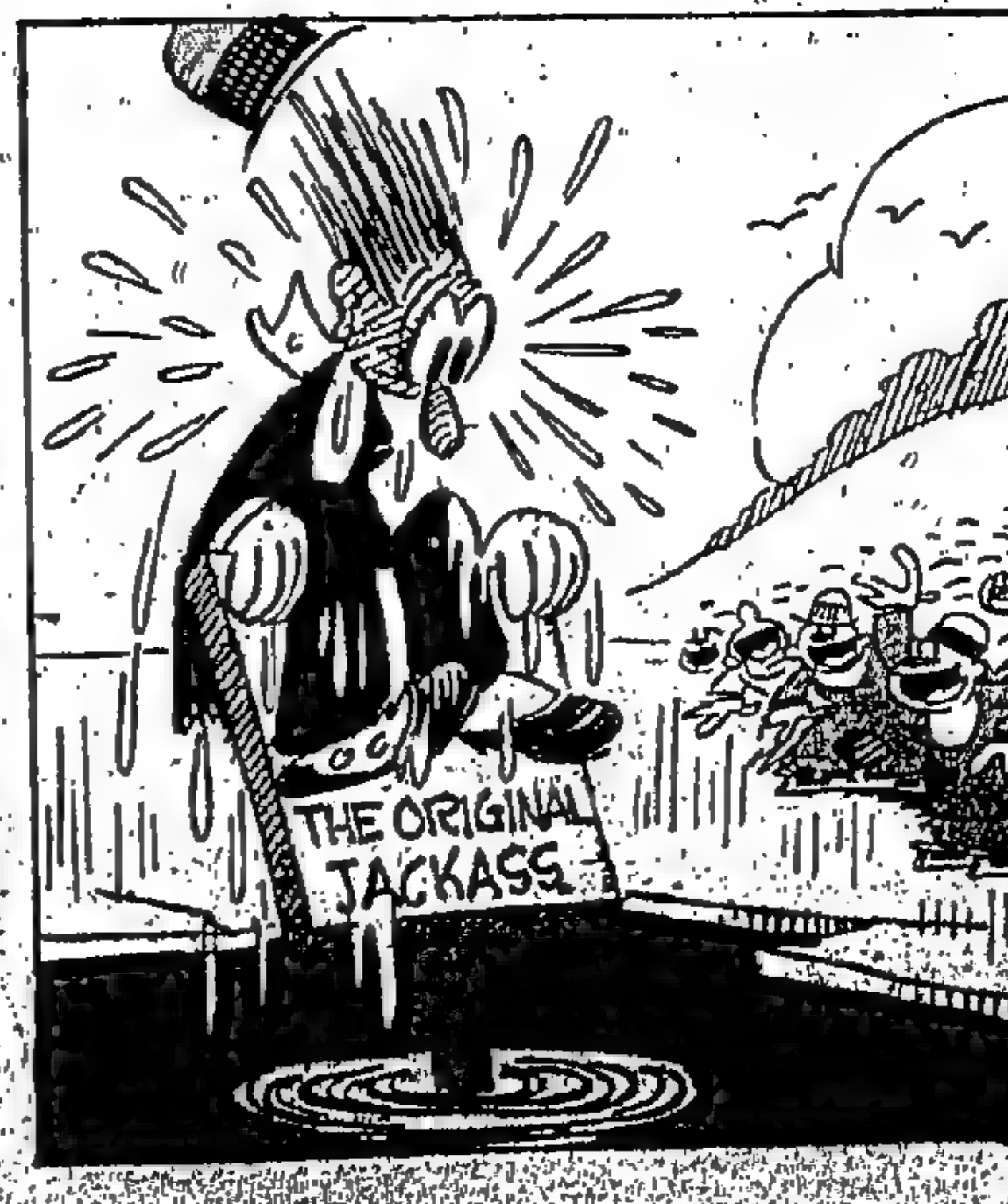
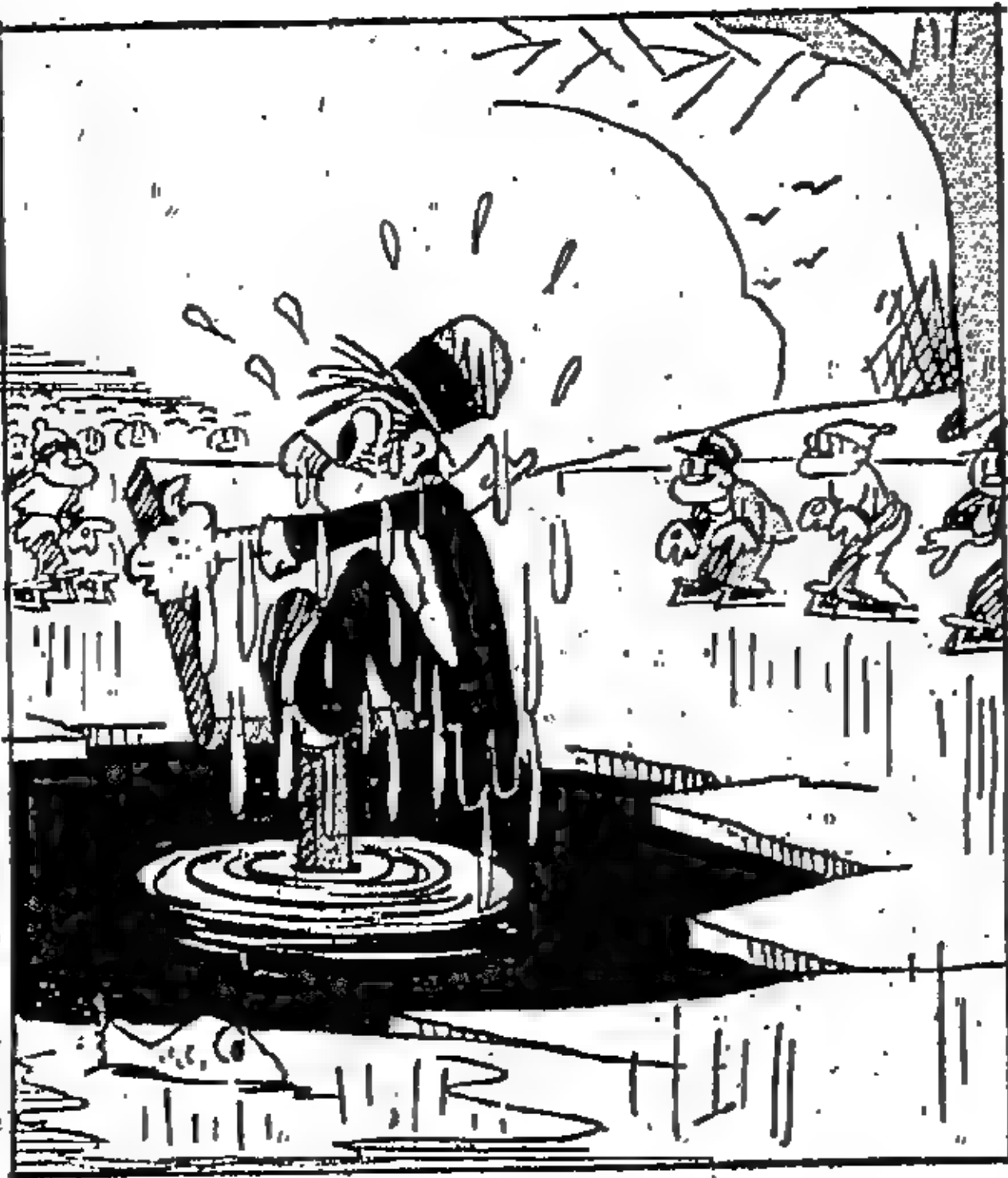
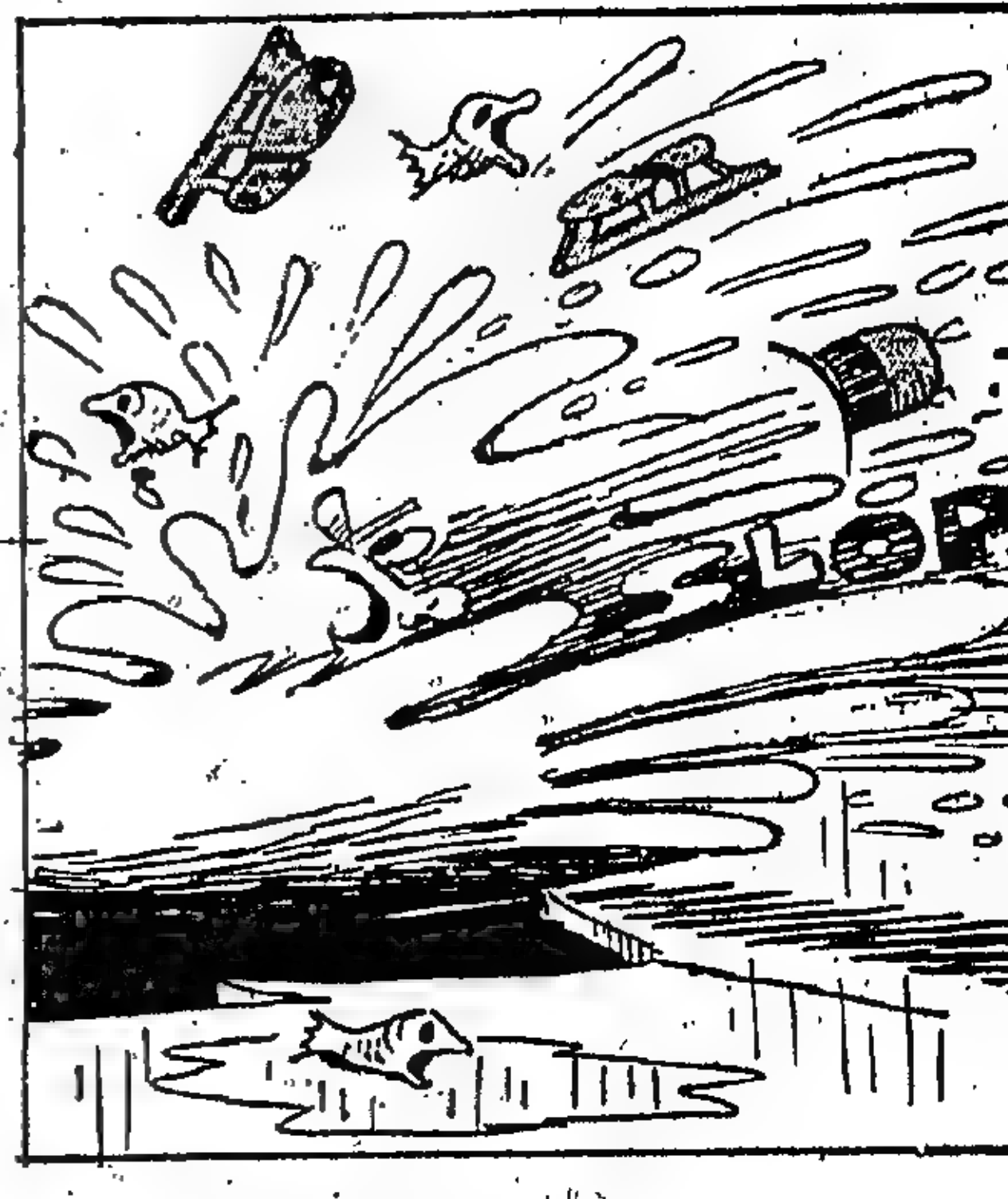
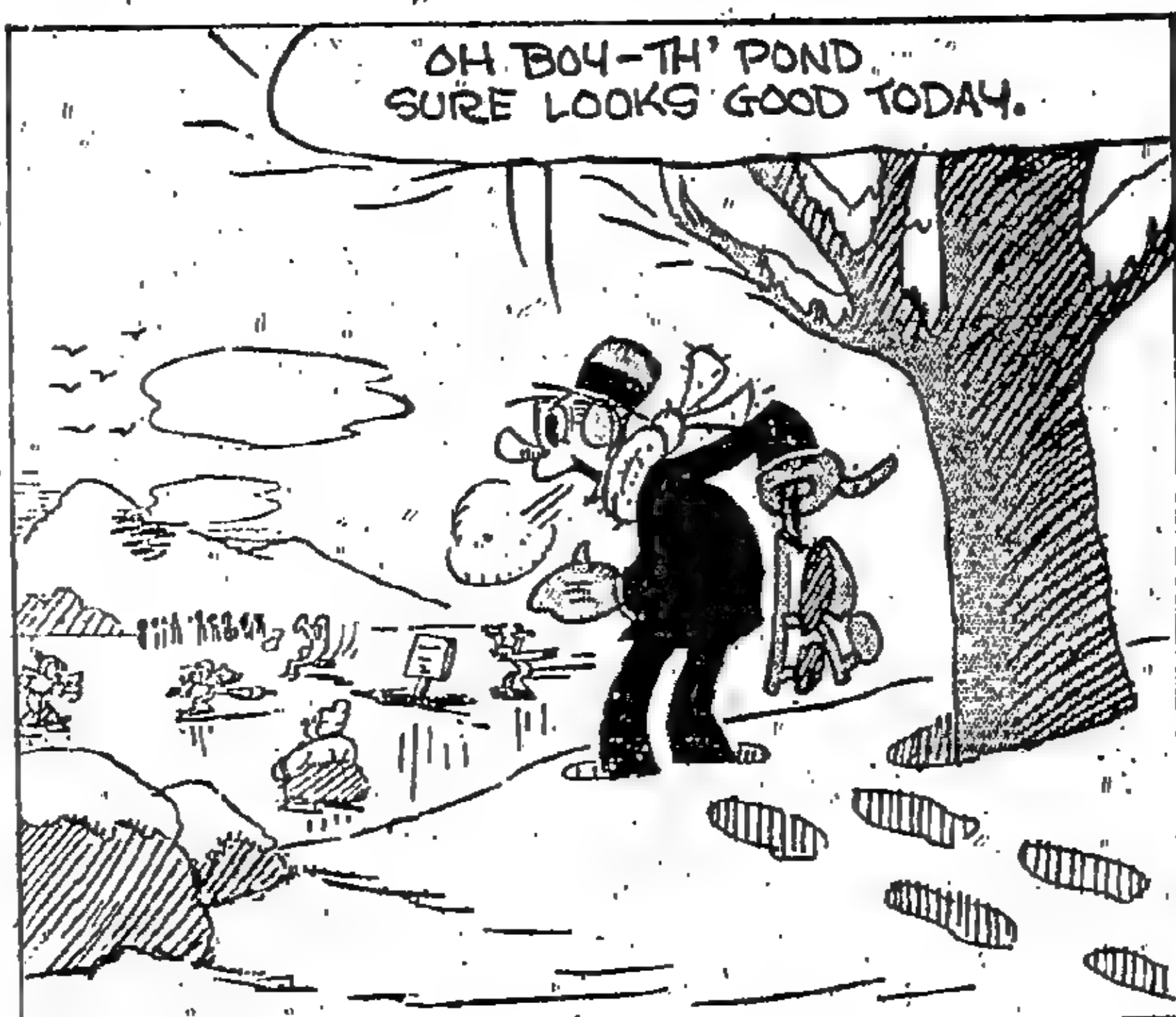
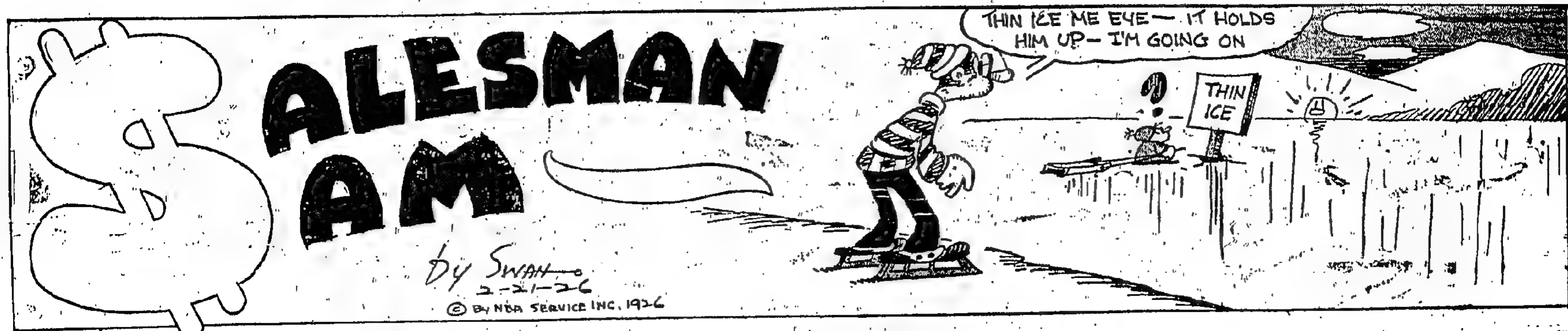
For sport wear there are very modernistic looking frocks of jersey printed in geometrical designs and extremely amusing.

Black satin slippers have gold threads running through the fabric in a spider web design.

ILLUSTRATING THE FAITH OF MORTALS.



Above is pictured a wrap and turban of the new metal cloth so much in vogue just now.



FOOTBALL DINNER.

MR. R. GRIMSHAW GUEST OF HONOUR.

PRESENTATION OF INSCRIBED SHIELD.

Mr. R. Grimshaw, the president of the Shanghai Football Association, who was one of the gentlemen primarily responsible for the restless spirit manifested by Hongkong's Interport soccer team since their return from the North, was the guest of honour at a dinner held last evening at the Hongkong Hotel, when the opportunity was taken of presenting him with a token of appreciation in the form of a silver shield inscribed with the signatures of all who made up the Hongkong party.

Similar shields are to be sent to Mr. Leslie and Mr. Bridges.

Mr. Grimshaw is passing through the Colony on his way home, and a representative gathering of the football fraternity, which included all the Interport contingent, and members of the different clubs in the Colony, assembled to do him honour.

Mr. G. T. May, the president of the Hongkong F. A. occupied the chair and there were also present Mr. J. McCubbin, Mr. W. E. Hollands, Mr. H. McTavish, Mr. A. T. Hamilton, an old friend of Mr. Grimshaw's, who played for Hongkong against Shanghai in 1913, Mr. J. B. Hamilton, etc.

An excellent repast was served, after which the Shanghai Football Association was toasted by Mr. May.

Mr. McCubbin proposed the toast of "Our Guest." He was honoured and privileged, he said, to be invited to ask them to drink to their worthy friend Mr. Grimshaw. When the Interport team arrived at Shanghai they were met by Mr. Leslie and Mr. Bridges. Those two gentlemen had the happy knack of making one feel at home. He thought that Shanghai had sent the two best men possible, and he was surprised to find another man in Shanghai equalling them in their achievements in the art of entertainment.

Those three gentlemen set themselves out from the time they set foot ashore to give the Hongkong representatives a wonderful time and he knew that everyone present would agree that they absolutely succeeded. So well did the Hongkong representatives enjoy themselves that it was suggested that some little token of appreciation should be given to those three gentlemen, and on behalf of the sixteen Hongkong men who represented the Colony at Shanghai, he would ask Mr. Grimshaw to accept the silver shield inscribed with the signatures of all, as a small token of their appreciation. The efforts put forward by Mr. Grimshaw, Mr. Leslie and Mr. Bridges were thoroughly appreciated, and in Hongkong they would do their utmost to give Shanghai as good a time as Hongkong were accorded in Shanghai (applause).

Mr. Grimshaw, replying, expressed himself as simply overwhelmed. When he was invited through Mr. Bridges to be their guest that evening, he took it as a very fine compliment to the Shanghai Football Association, which he was only too delighted to accept, never thinking that he was to be paid the high compliment of such a representative gathering as they had that night.

As regards the little memento, he did not know what to say. The Hongkong team in Shanghai proved themselves true sportsmen on and off the field, and upheld the dignity of the Crown Colony. In the Interport game they had the worst of luck. They deserved better than to lose, but they did not lose without gaining a tremendous amount of honour. He thanked them very much for their hospitality on behalf of the Shanghai Football Association (Applause).

Mr. C. Charlesworth, on behalf of the Services, thanked the Shanghai Football Association through Mr. Grimshaw for the wonderful way in which they were treated in Shanghai, and Mr. Lawrence on behalf of the Portuguese, and Mr. Ip Kau, on behalf of the South China team, also expressed thanks. Mr. Ip Kau mentioned that the South China team were very anxious to get a further opportunity of playing the Shanghai Interport side.

Mr. Grimshaw referred to the rapid strides made by Chinese in Association football and he was surprised to see the splendid game put up by the South China repre-

HOCKEY.

OLUB LOSE TO INDIANS.

The Punjab "A" hockey team beat the Club "A", by three goals to one at the Marina ground, Kowloon, last evening. The Indians obtained a lead of one goal in the first half, and the Club equalised in the second. After this, however, the Punjab added two more.

The Club played several men who are new to the game, to give them a chance of showing their form. Nicholls, in goal for the Club, put up a great show, and is to be congratulated in only letting three shots through.

LAWN TENNIS.

RIVIERA AND PALM BEACH RESULTS.

Nice, March 12.
Playing in the semi-finals in the South of France Championships, Miss Helen Wills beat the Hungarian, Madame Peterie, 6/2, 6/2, and the Bostonian, Miss Isabelle Lee Mumford, who hitherto was unknown on the Riviera beat the Englishwoman, Miss Eileen Bennett 4-6, 6-3, 6-0, making an all-American final.—*Reuter*.

Palm March 12.
Vincent Richards by defeating Harada 4/6, 6/1, 6/1, 6/3, won the Palm Beach title.—*Reuter's American Service*.

RESULTS OF YESTERDAY'S MATCHES.

The lawn tennis tournament at the Club ground was continued yesterday, and some interesting matches were seen. There was again a large gathering of spectators, and especial interest centered in the open and handicap doubles.

In the open doubles Silva and Wahab had a fairly easy victory, but the last set fluctuated more in favour of the losing pair than the two earlier sets.

There were no victories that could be called easy ones, however, and in the open singles game between Cassumbhoy and H. Owen Hughes the first set ran to 10-8 before it was decided.

The results of yesterday's matches were:

Open Singles.—R. E. Tottenham beat W. C. W. Cheung, 6-3, 6-1, 6-2. E. C. Fincher beat H. S. Lee, 6-2, 6-3, 6-2. J. A. Cassumbhoy beat H. Owen Hughes, 10-8, 1-6, 6-1, 6-2.

Open Doubles.—J. M. da Silva and Y. A. Wahab beat A. H. Crook and J. A. Summers, 6-3, 6-2, 6-4.

Handicap Singles "A":—L. Baines (scr.) beat E. Grimble (scr.), 6-4, 6-4.

Handicap Singles "B":—R. Frost (rec. 15) beat D. B. Pent (scr.), 2-6, 6-1, 7-5.

Handicap Doubles:—L. M. S. Lloyd and H. J. Armstrong (owe 3/6) beat F. A. Redmond and A. S. Hett (owe 15/4), 6-2, 3-6 and 6-2. S. E. and D. S. Green (owe 15) beat J. A. Hazeldan and G. P. Lammert (rec. 4/6), 6-2, 6-3.

Col. Montague Bates and Capt. West beat T. G. Bennett and G. S. Hugh Jones, 6-1, 9-7.

In the third round of the Club Championship R. M. Henderson beat Major W. W. Pratt, 7-5, 8-5, 6-3.

representatives in the International settlement. The East China team was later in starting than South China but he thought that very soon they would be able to give them a good game. He concluded by toasting Mr. Hollands and Mr. McCubbin. Mr. W. E. Hollands replied and after expressing thanks to the Shanghai Football Association, more especially Mr. Grimshaw, Mr. Leslie and Mr. Bridges, for the wonderful time given the Hongkong representatives in the North, added that when Shanghai came to Hongkong they would do their best to emulate the example, but he feared that Hongkong's best would be something about Shanghai's worst.

Mr. A. T. Hamilton reminisced. The party repaired afterwards to Repulse Bay to admire the view.—"WANDERER."

CRICKET.

DR. PONSONBY FANE'S XI v. UNIVERSITY.

The following will be the teams in a whole-day match between Dr. Ponsonby Fane's XI against the University 1st XI on Sunday, at 11 a.m., on the University ground. Dr. Ponsonby Fane's XI: Dr. R. T. E. Halsey, Mid. Stephenson, Mid. Simms, E. J. R. Mitchell, G. R. Sayer, W. Hunt, J. H. B. Nihill, Capt. D. J. Allfree and J. L. Youngsaye.

University: A. A. Rumjahn, H. N. Balfour, A. S. Hett, C. W. Lam, W. M. Gittins, D. Laing, Dr. D. K. Samy, S. Hachluma, E. Zimmermann, S. V. Gittins, and B. P. Ng.

GIANT MOTOR LINERS.

FIRST VOYAGE OF THE ASTURIAS.

An important event in the annals of the British Mercantile Marine took place on February 26, when the first large highspeed oil-driven ocean liner to sail regularly from a British port made her maiden voyage. This vessel is the Royal Mail Steam Packet Company's Asturias, of 22,500 tons gross, and she is designed for the Southampton-South American service.

The interesting feature about her, from a marine engineering point of view, is that she is driven by double-acting Diesels, and is the second passenger liner to be propelled by this type of machinery, the first being the Swedish-owned Gripsholm, the hull of which, by the way, was built at Newcastle, the engines having been manufactured in Denmark. The Asturias, however, is wholly a British production, she having been built and engineered at Belfast. Her machinery consists of two eight-cylinder motors, having a total horse-power of 20,000, and precisely similar installations will be fitted in her sister ship, the Alcantara, and in the new Union-Castle liner, Carnarvon Castle, recently launched. This trio constitute a fine tribute to British brains and British workmanship, and there will be no difficulty in recognising them wherever they may be owing to the two large, but very low funnels with which they are provided.

Noteworthy as these ships are, however, they will be surpassed, both in dimensions and power, by two Italian liners—the Saturnia and Urania—building at Trieste, and also intended for the South American trade. They, too, will have double-acting engines, but their gross tonnage is 23,500, and their horse-power 24,000. An even bigger motor-ship is building in the same country, this being the quadruple screw Arctus, 33,000 tons gross and 31,000 i.h.p. Although shipowners are by no means of one mind as regards the economic advantages of the Diesel-engined vessel, it is fully anticipated that the results shown by the above-mentioned liners will lead to further orders being placed. The modern passenger, in whatever class he travels, demands a degree of comfort far in excess of that expected even a decade ago, and the ship-designer's task of providing spacious accommodation for the large number of passengers carried in a modern ocean liner is no light one.

How greatly the motor-ship is gaining favour among shipowners is indicated by the returns of Lloyd's Register for the last quarter of 1925. These show that there are at present under construction in the world 187 vessels of just over 1,000,000 tons, which is nearly equal to the steam tonnage building in Great Britain and Ireland the motorships on hand in the shipyards represent 51.6 per cent of the steamers, and this proportion is considerably exceeded in Denmark, Germany, Holland, Italy, and Sweden.

London.—A dispatch to the Daily Express from Toheran says that the first census in the history of Persia, recently taken, revealed a woman 146 years old living in the village of Mochin with her son, aged 117. The census was ordered because Dr. Arthur C. Millough, the American financial administrator, was unable to estimate the revenue of the country owing to the absence of statistics on population.

Eros, the famous statue from Piccadilly-circus, is still an orphan without a settled home. During the reconstruction of Piccadilly Tube station he has been exiled to the Embankment Gardens. Recently a conference of interested authorities—the L. C. C., Westminster City Council, and the Underground Railway—sat at the County Hall to consider his future. They decided to postpone a decision until the work on the Tube station is finished and traffic experiments can be held in the Circus.

An official, at the conference said he understood that some sort of merry-go-round traffic scheme, similar to that in operation in Parliament-square, was under consideration.

It has always been understood that Eros would be restored to the Circus as soon as work on the station was sufficiently advanced to permit it. His return is even provided for in the Bill sanctioned by Parliament for the new station. But recent talk about traffic needs suggests that Eros may never again draw bow in the hub of the West-end.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong, \$1,045 b.
Chartered, \$214 n.
Mercantile A. and B., \$30 b.
Mercantile C., \$134 b.
P. and O., \$91 n.
East Asia, \$79 b.

Marine Ins.

Canton Ins., \$610 b.
China Underwriters, \$2.00 sa.
North China, Tls. 145 n.
Unions, \$285 sa.
Yangtze, \$441 b.

Fire Ins.

China Fires, \$165 b.
Hongkong Fire, \$560 sa.

Shipping.

Douglases, \$30 n.
Steamboats, \$24 b.
Tugs, \$24 b.
Indo-Chinas, \$38 n.
Shell Trans., 90/3 b.
Star Ferries, \$65 sa.
Waterboats, \$15 b.
Oriental Nav., \$250 n.

Refineries.

China Sugars, \$28 sa.
Malabons, \$39 n.

Mining.

Benguet, \$150 n.
Kailans, 42/6 b.
Langkats, Tls. 23 b.
S'hai Explorations, Tls. 5.00-5.50.
Shanghai Loans, Tls. 7 n.
Raubs, \$5.00 b.
Tronohs, 55/- b.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$131 b.
Whampoa Docks, \$62 b.
Hongkew, Tls. 170 b.
New Engineering, Tls. 5 s.
Shanghai Docks, Tls. 98 b.

Lands, Hotels, etc.

H. and S. Hotels, \$10.00 n.
H.K. Lands, \$65 sa.
Realtys, \$51 b.
Territorials, \$51 s.
Humphreys, \$144 b.
Princes Bldgs, \$120 s.
Rural Lands, \$7 s.

Cottons.

Ewos, Tls. 9.65 b.
Orientals, Tls. 3 n.
Shai Cottons, Tls. 54 b.

Miscellaneous.

Amusements, \$114 b.
Canton Ices, \$71 n.
Cements, \$164 b.
China Buses, Tls. 104 b.
China Lights, \$214 b.
China Prov., \$8.00 b.
Constructions, \$3 s.
Dairy Farms, \$20 b.
Der A. Wing, \$10 sa.
Electrics, \$60 sa. x d.
Macao Electric, \$40 n.
Developments, 25 cents, n.
Ropes, \$30 s.
Telephones, \$34 b.
Tramways, \$251 sa.
Lane Crawford, \$104 b.
Mackintosh, \$214 n.
Peak Trams, \$164 b.
Sinceres, \$11 s.
Taxis, \$4 s.
United Asbestos, \$20 n.
Watsons (Old), \$11 s.
Watsons (New), \$11 s.
Powells, \$10 n.

EROS FORSAKEN.

STATUE MAY NOT GO BACK TO PICCADILLY.

Eros, the famous statue from Piccadilly-circus, is still an orphan without a settled home.

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BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.
Authorized Capital - \$50,000,000
Issued and Fully Paid-up - \$29,500,000
Reserve Fund - \$4,500,000
Sterling - \$37,000,000
Reserve Liability of Proprietors - \$20,000,000

COURT OF DIRECTORS:
D. G. M. Bernard, Esq., Chairman
Hon. Mr. A. O. Lang, Deputy Chairman
W. H. Bell, Esq., A. J. Plummer, Esq.
A. H. Compton, Esq., T. D. Weill, Esq.
Hon. Mr. P. H. Holyoak, H. P. White, Esq.
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Chief Manager: A. H. Barlow, Esq.
Manager: Shanghai - G. H. Stitt, Esq.

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CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th Feb., 1926

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The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 34 per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month. Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.
A. H. BARLOW,
Chief Manager.
Hongkong, 7th, January 1926.

THE BANK OF CANTON LTD.

Head Office Hongkong.

Established 1912.
Authorized Capital - \$1,200,000
Paid Up Capital - \$1,076,000
Silver Reserve Fund - \$700,000

BRANCHES:—Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

CORRESPONDENTS in all principal cities of the world.
LONDON BANKERS:—The Lloyds Bank Ltd.
Every description of Banking business transacted.

Deposit Boxes to let.
LOOK POONG SHAN,
Chief Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital - \$6,000,000.00
Paid-up Capital - \$18,378,600.00
Reserve Funds - \$9,698,426.24

HEAD OFFICE: PEKING.
HONGKONG BRANCHES:
4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.

LONDON BANKERS:—The National Provincial and Union Bank of England Ltd.
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NEW YORK BRANCHES:—The Irving National Bank, The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YEE PEI,
Manager.

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BANQUE FRANCO-CHINOISE
pour le
Commerce et l'Industrie
(Incorporated in France).

5, Chater Road, Victoria, Hongkong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital - Frs 20,000,000.
Reserve - Frs 11,160,000.
Special Working Capital Frs 50,000,000.

BRANCHES:
Paris, Lyons, Marseilles, Saigon, Haiphong, Hanoi, Peking, Shanghai, Tientsin, Canton, Hongkong.

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A. ROLLIN,
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Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

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G. HOGG,
Manager.
9 Queen's Road Central, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1863.)

Paid up Capital - \$3,000,000
Reserve Fund - \$4,000,000
Reserve Liability of Proprietors - \$3,000,000

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

BANQUE DE L'INDO-CHINE
HEAD OFFICE:
86, Boulevard Haussmann, Paris.

Subscribed Capital - Frs 72,000,000.00
Paid Capital - Frs 68,400,000.00
Reserve Fund - Frs 59,667,233.54

BRANCHES:
Bankok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Canton, Mengtze, Shanghai, Djibouti, Noumea, Singapore, Fort-de-France, Tientsin, Haiphong, Peking, Yunnanfu, Hankow, Pnom-Penh, Yunnanfu.

BANKERS:
In FRANCE:—Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Société Générale.
In LONDON:—The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
In NEW YORK:—J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
A. LECOT,
Manager.

THE BANK OF EAST ASIA LIMITED.
HEAD OFFICE—HONGKONG.
10, Des Voeux Road Central, Hongkong.

Authorized Capital - \$10,000,000
Paid-up Capital - \$5,000,000
Reserve Fund (1926) - \$1,200,000

DIRECTORS:
Hon. Sir Shou-Son Chow—Chairman
Fung Ping Shan, Mok Ching Keng, Li Koon Chun, Wong Yun Tong, P. K. Kwok, Huiyuh Tai, Ng Ching Luk, Kan Yan Po, Pong Wei Ting, Chan Ching Shek.

Every description of Banking and Exchange business transacted—Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAY TONG FO,
Chief Manager.
Hongkong, 28th February, 1926.

NEDELANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society).
BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders - 150,000,000
(218,600,000)
Paid-up Capital Guilders - 20,000,000
(26,666,670)
Reserve Fund Guilders - 20,536,861
(2,711,405)
Special Reserves Guilders - 23,550,000
(3,188,330)

HEAD OFFICE:—AMSTERDAM.
Eastern HEAD OFFICE:—BATAVIA.

BRANCHES:—
Bandjermasin, Kota-Badj, Rotterdam, Bandoeng, Macassar, Samarang, Bontoe, Medan, Shanghai, Celebes, Padang, Singapore, Cheribon, Palembang, Soerabaya, Djember, Pacalangan, Soerakarta, Djakarta, Panang, Tegal, Kobe, Pontianak, Tientsin, and The Hague, Rangoon, Weltevreden, London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
J. C. MAASSEN,
Acting Agent.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1907)
With which is affiliated
THE ALLAHABAD BANK, LTD.
INDIA.

Authorized Capital - \$5,000,000
Subscribed and Paid-up - \$2,200,160
Reserve Fund - \$160,000

HEAD OFFICE:
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WEST LONDON BRANCH:
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EASTERN BRANCHES:—Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertake General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS,
Manager.
22, Des Voeux Road Central, Hongkong.

ORIENTAL COMMERCIAL BANK, LTD.
HEAD OFFICE:
50 Des Voeux Road Central, Hongkong.

BRANCHES—BANKOK—SHANGHAI.

Correspondents:—London: Westminster Bank, Ltd.; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorized Capital - \$5,000,000
Paid-up Capital - \$1,500,000
Modern banking in all its branches. Current accounts savings accounts and fixed deposits solicited. Loans granted on approved security.

Overseas banking a speciality. INTEREST:—Current accounts 2 per cent savings 4 per cent. Fixed Deposits, 3 months 4 per cent, 6 months 4 1/2 per cent, one year 6 per cent.

Safe Deposits, Boxes for Rent. Our Vaults safeguarded by time clocks and double combination 4-cupr plate steel doors.

J. Y. LUM,
Manager.

THE HO HONG BANK, LTD.
(Established 1917.)

CAPITAL:
Authorized Capital - \$20,000,000
Issued - 8,000,000
Paid-up - 4,000,000
Reserve Liabilities of Shareholders - 4,000,000

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC
17 Days from Hongkong to Vancouver
LARGEST, FASTEST & MOST LUXURIOUS
STEAMSHIPS.

Special FARES TO EUROPE
\$120 \$112 \$83 \$80
(Payable in Local Currency.)
(BOOKINGS NOW OPEN FOR 1926.)

VICTORIA AND VANCOUVER
via SHANGHAI & JAPAN PORTS.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	San Francisco
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 5
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 5
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 25	Jun. 27	Jun. 30	July 3	July 12

E/A and E/Russia call at Nagasaki the day after departure from Shanghai.

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Mar. 12	Mar. 14	E/CANADA	Mar. 14
Mar. 26	Mar. 28	E/RUSSIA	Mar. 28

Passenger Department: Tel. C. 752
Freight and Express: Tel. C. 42

TOYO KISEN KAISHA

HONGKONG—SAN FRANCISCO LINE

Connections at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads

TENYO MARU	From Hongkong	March 27th
SHINYO MARU	"	April 21st
TAIYO MARU	"	May 18th

REDUCED FARE TO EUROPE.

First Class \$120 Cabin Class on Atlantic \$112 Second Class \$80

CABIN CLASS STEAMERS

REDUCED FARES

Honolulu	\$5215	San Francisco	\$5290	Europe	\$110, \$102, \$100
KOREA MARU (Omit N'saki & Hono)	From Hongkong	April 6th			
SIBERIA MARU (Omit N'saki & Hono)	"	May 4th			
KOREA MARU (Omit N'saki & Hono)	"	June 15th			
SIBERIA MARU (Omit N'saki & Hono)	"	July 19th			

Proceed from San Francisco to Los Angeles with cargo only.

Proceeds up River and berth alongside Mantetsu wharf at Shanghai

SOUTH AMERICAN LINE

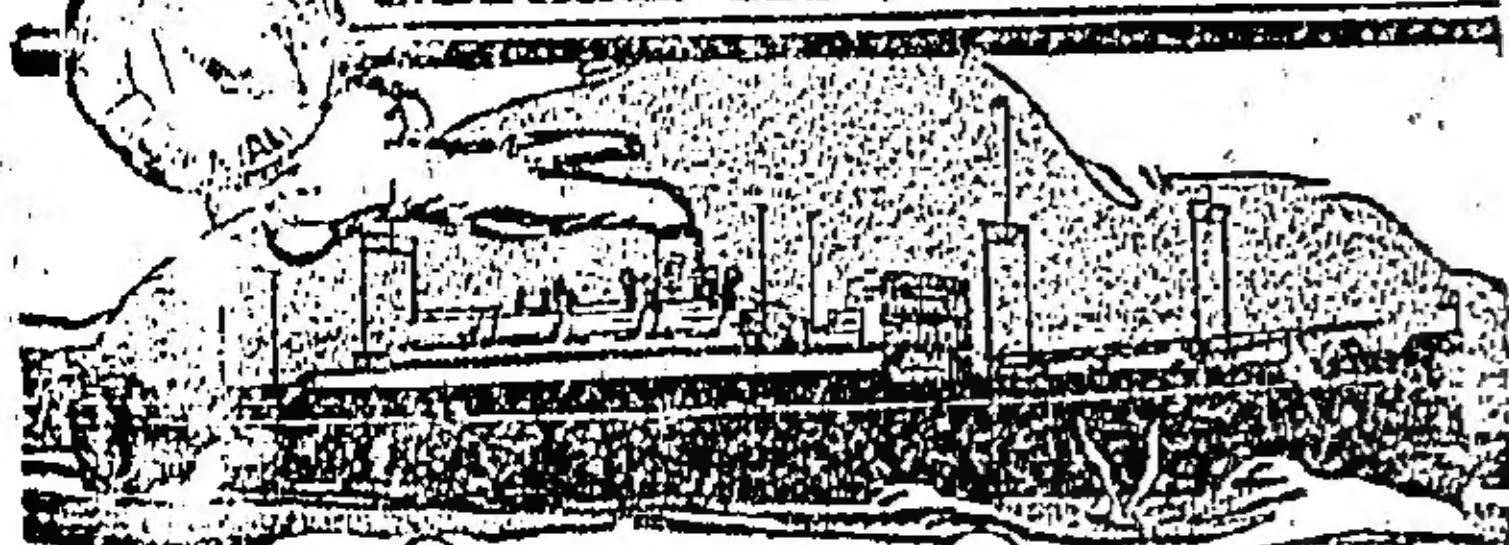
The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Papeete, Callao.

ANYO MARU	From Hongkong	April 14th
POKUYO MARU	"	May 29th

Y. TSU TSUJI, Manager.
Toyo Kisen Kaisha.

Agent at Canton: King's Building.
Messrs. T. E. GRIFFITH, LTD. Tel. C. 2374 & 2375

AMERICAN ORIENTAL MAIL LINE



Speed and Comfort...
SHORTEST ROUTE TO THE
United States!

SEATTLE & VICTORIA	ANGAI-KOBE-YOKOHAMA
S.S. "PRESIDENT GRANT"	March 17th, 5.00 p.m.
S.S. "PRESIDENT MADISON"	March 29th, 5.00 p.m.
S.S. "PRESIDENT JACKSON"	April 10th, 5.00 p.m.

EUROPE \$120—\$112—\$100

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT MADISON"	March 21st, 5.00 p.m.
S.S. "PRESIDENT JACKSON"	April 2nd, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY"	April 14th, 5.00 p.m.

Through bills of Lading to all United States and Canadian Overland ports, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper in the office of the SEATTLE, CHICAGO, NEW YORK.

AMERICAN ORIENTAL LINE

Managing Operations for United States Shipping Lines

Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road, Hongkong and Shanghai Bank Building, Ground Floor.

THE BLUE FUNNEL LINE

LONDON SERVICE

"HELENUS"	23rd Mar.	Mar. 25	Mar. 27	Apr. 5
"SARPEDON"	7th Apr.	Apr. 8	Apr. 10	Apr. 19
"SEKENOR"	20th Apr.	Apr. 22	Apr. 24	May 5
"PATROCLUS"	5th May	May 6	May 8	May 17

LIVERPOOL SERVICE

"TELEMACHUS"	20th March	Mar. 22	Mar. 24	Mar. 31
"IXION"	1st April	Apr. 2	Apr. 4	Apr. 11
"TEUCER"	20th April	Apr. 22	Apr. 24	May 5
"MENELAUS"	1st May	May 2	May 4	May 11

PACIFIC SERVICE

"PROTEUS"	16th Mar.	Mar. 18	Mar. 20	Mar. 27
"TALYTHIUS"	31st Mar.	Mar. 31	Apr. 2	Apr. 9

NEW YORK SERVICE

"JASON"	19th March	Mar. 21	Mar. 23	Mar. 30
"OALCHAS"	13th April	Apr. 15	Apr. 17	Apr. 24

PASSENGER SERVICE

"SARPEDON"	7th April	Apr. 8	Apr. 10	Apr. 19
"PATROCLUS"	5th May	May 6	May 8	May 17
"ANTENOR"	2nd June	Jun. 3	Jun. 5	Jun. 12
"RECTOR"	14th July	Jul. 15	Jul. 17	Jul. 24
"SARPEDON"	8th Sept.	Sep. 9	Sep. 11	Sep. 18

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to—

Butterfield & Swire.

Agents.

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Jilalak	Batavia	In Port	10th Mar.	Shanghai
Tjilaboet	M'kar	14th Mar.	16th Mar.	Amoy & S'hai
Tjisaroca	Batavia	21st Mar.	24th Mar.	Shanghai
Tjilalak	Shanghai	23rd Mar.	25th Mar.	Batavia
Tjilmanoeck	N. China	30th Mar.	31st Mar.	Batavia
Tjilbadas	Daly	30th Mar.	1st April	M'kar & S'hai

Via Macassar

Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

COMPANY REPORTS.

THE HONGKONG FIRE INSURANCE COMPANY LIMITED.

It is officially announced, that the General Managers and Consulting Committee of the Hongkong Fire Insurance Co., Ltd., will recommend at the forthcoming Meeting of Shareholders to be held on 26th instant, the payment out of the profits for the year 1924 of a dividend of \$38 per share, absorbing \$304,000, to pass \$100,000 to credit of Reserve Fund and \$15,447-7-3, at exchange 2/4½ = \$130,656.09, to credit of Reinsurance Fund, carrying forward \$599,782.41 in respect of the year 1925.

Watson's Dividend.

The General Managers of Watson's announce that the profit for the twelve months ending 31st October, 1925, amounts to \$105,702.87, which together with the carry forward of \$49,723.36 from the previous year, leaves \$155,426.23 available for appropriation. The Directors will recommend at the forthcoming Annual Meeting of Shareholders that this sum be allocated as follows:
Pay a dividend of 70 cents per share on 90,000 shares.
Pay a dividend of 52½ cents per share on 30,000 shares of the New Issue.
Place to Contingency Account \$20,000.
Carry forward \$56,676.23.

FRENCH FINANCES.

NEW MINISTER IS OPTIMISTIC.

Paris, March 12. M. Raoul Peret, the New Minister of Finance, declared to the Petit Parisien that the immediate situation of the Treasury is nowise bad. Yesterday, subscriptions to bonds of national defence exceeded the reimbursements by 74 millions. The Minister will study rapidly the adjustment of new resources to the Budget necessities, with a view to laying propositions before the Council of Ministers at the beginning of next week, and introducing them to the Chamber in the middle of the same week.—Havas.

London Stone, in Cannon-street, London, is nearly 2,000 years old. It was erected by the Romans as a central milestone, or "milliarium," from which all the milestones along the Roman roads throughout England registered their distances. It was formerly much bigger than it is now. Stow, writing in Queen Elizabeth's reign, describes it as "a great stone, pitched upright, fixed in the ground very deep, and fastened with bars of iron." The stone was placed in its present position in the wall of St. Swithin's Church in 1798, and is protected by a pierced stone casing and an iron grille.

TRAVEL IN COMFORT

Aboard
DOLLAR
"PRESIDENT"
LINERS



TO EUROPE AND NEW YORK

VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID
—ALEXANDRIA—NAPLES—GENOA—MARSEILLES
Thence to BOSTON and NEW YORK

Fortnightly Sailings

Pres. Monroe	Mar. 16—8.00 a.m.
Pres. Harrison	Mar. 30—8.00 a.m.
Pres. Van Buren	Apr. 13—8.00 a.m.

TRANS-PACIFIC SERVICE

TO SAN FRANCISCO, VIA HONOLULU KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Wilson	Mar. 18—5.00 p.m.
Pres. Lincoln	Mar. 27—5.00 p.m.
Pres. Cleveland	Apr. 10—5.00 p.m.

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea-water.

Decks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world-famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

TO MANILA

Pres. Lincoln	Mar. 19—3.00 p.m.
Pres. Cleveland	Apr. 2—3.00 p.m.
Pres. Pierce	Apr. 16—3.00 p.m.

For passengers and freight rates, apply to
HONGKONG AND SHANGHAI BANK BUILDING, Ground Floor,
Telephone: Central 2-771, 2-778 and 795.

DOLLAR STEAMSHIP LINE

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore
AND
Genoa, Marseilles, Rotterdam, Amsterdam,
Hamburg, Bremen and North
Continental Ports.

Arrivals From Europe.

S.S. OOSTERK...	9th Mar.
S.S. OUDERKERK...	6th Apr.
S.S. ALDEBARAN	4th May

Sailings for Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

S.S. ZOSMA	24th Mar.
S.S. OOSTERK...	17th Apr.
S.S. OUDERKERK...	15th May

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN,

Tel. Central No. 1574. Agents, York Building

SAMPAH PIRACY.

CREW STRANDED ON AN ISLAND.

Boat and Cargo Stolen.

The theft of a sampah by pirates, which occurred on February 26, was reported to the Water Police yesterday, when the owner of the sampah returned to the Colony on board a fishing junk.

The man in question, Ho Fu, states that with a crew of three men he left Tai O, Lantau, on February 26 for Yung Kee, Heungshan district. They had on board a cargo of 25 piculs of salt fish, and departed at 8 p.m.

About 10.30 p.m. when they were near Tong Ho, and in Chinese waters, they saw a boat approaching them. It came close, and his boat was called on to stop. The other boat came alongside and one of the seven men it contained pointed a rifle and ordered them to stop. They did so, and the men came on board. They cast loose their own boat and having made him and his crew prisoners in the stern, sailed the boat away.

They went to Tong Ho, and there landed the master and his crew, and sailed away in the direction of Macao.

Next day, the marooned men wandered round the island and came upon a match in which they discovered an old fisherman to be living. They stayed with him for seven days, at the end of which time a fishing junk called. They were taken on board, and returned by her to Hongkong yesterday.

The master values his boat at \$75, the fish at \$175, and clothes that were on board at \$10, a total loss of \$260.

FRANCO DEPARTS.

CEREMONIAL FAREWELL TO ARGENTINE.

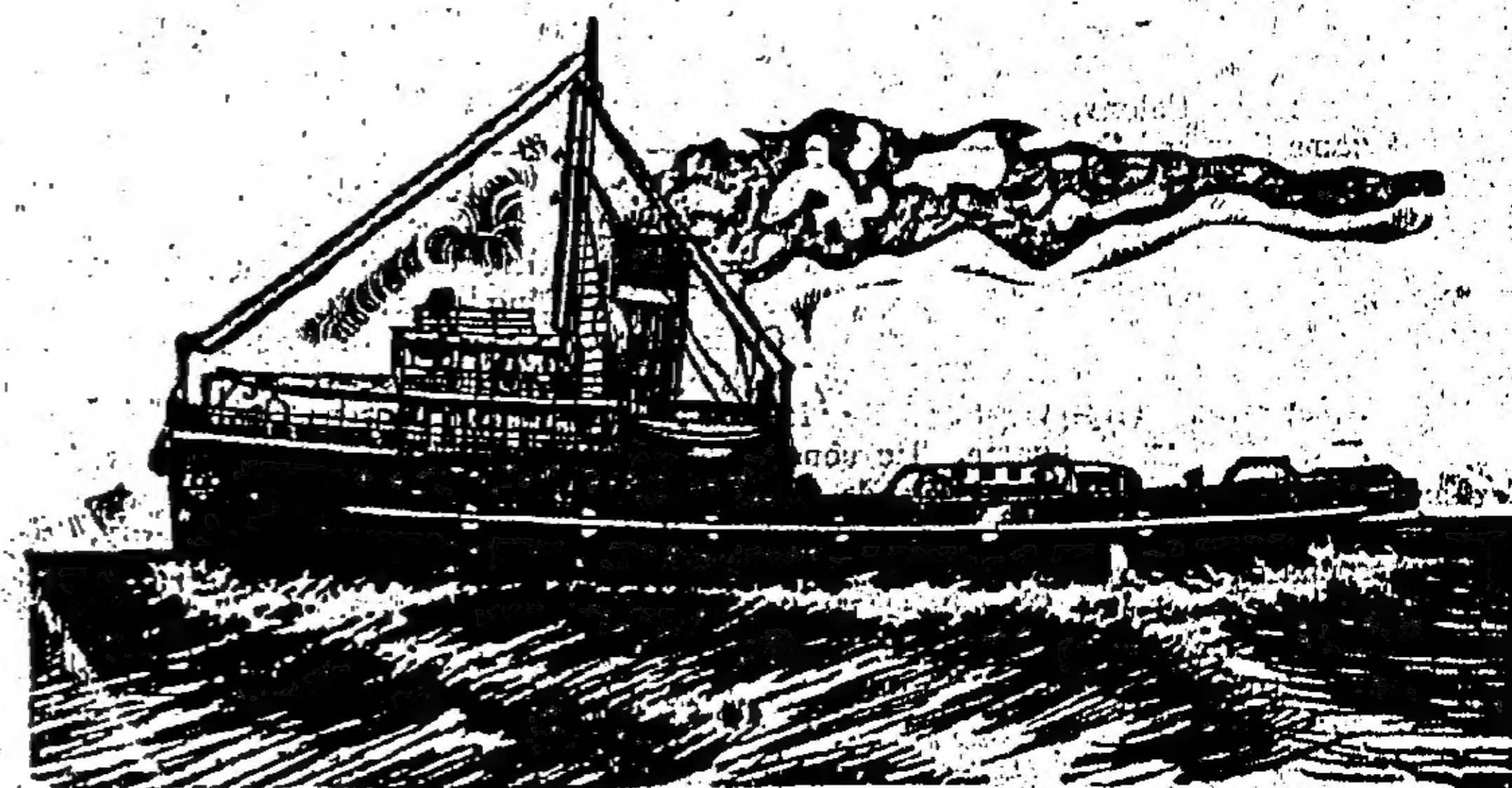
Buenos Aires, March 12. After an impressive ceremony, when the aviator Franco presented the aeroplane in which he crossed the Atlantic to the Argentine Government, he embarked on a cruiser for Spain, being given a tremendous ovation.—Reuter's American Service.

London, 17th February.—A poignant sidelight on how one's social position can be marketed with considerable profits is revealed in the bankruptcy examination of Mr. James Durham, an ex-diplomat, who married Lady Agnes, a sister of General Townsend. Mr. Durham stated in his evidence that he was an unpaid attaché in the Berlin Embassy for three years before the war. He had inherited nothing. He admitted that Sir Laurence Phillips, who received a baronetcy in 1915 had advanced him £8,000 for social and other assistance, and that he had acquired similar commissions from other society aspirants.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO," HONGKONG
Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Master, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong. For their own service, 1921. Length 165' B.P., Breadth 84' (m) depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless searchlight, and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.
R.M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for 3-rails, Java and Borneo, Ceylon India, Persian Gulf, Mesopotamia, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

SEMI-REGULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KASHMIR	8,985	13 Mar. noon	M's, London & Antwerp
KIDDERPORE	5,334	18th March	S'pore, Penang & Bombay
KHIVA	9,135	20 Mar. noon	M's, L'don, A'werp & Hull
MOREA	10,918	3rd April	Marseilles & London
JEYPORE	5,318	6th April	S'pore, P'ang & B'bay
LAHORE	5,252	11th April	S'pore & B'bay
DELTA	8,097	15th April	S'pore, P'ang, C'bo & B'bay
DEVANHA	8,155	17th April	M's, L'don & Antwerp
KALYAN	9,144	21st April	M's, L'don & Antwerp
MACEDONIA	11,089	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London
MALWA	10,941	29th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

SHIRALA	7,841	17th March	S'pore, Penang & Calcutta
TAKADA	6,949	31st March	S'pore, Penang & Calcutta
JAPAN	6,051	14th April	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	7th April	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	5th May	Island, Townsville, B'bane,
TANDA	6,958	2nd June	S'ney and Melbourne.

The E. & A. S. S. Co. Ltd. steamers will also call at Shanghai, H'lo, Oebu, Kolambagan, Tawoa, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The E. & A. S. S. Co. Royal Mail Steamers to London via Suez Canal.
The E. & A. S. S. Co. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

JEYPORE	5,318	14 Mar. 6 a.m.	Shanghai, Moji & Kobe
ARAFURA	6,000	14 Mar. 6 a.m.	Moji, Kobe & Yokohama
KALYAN	9,144	16th March	Shanghai, Moji & Kobe
DEVANHA	8,155	20th March	S'hai, Moji, & Kobe
DELTA	8,097	20th March	S'hai & Kobe
JAPAN	6,052	22nd March	Yoko, Kobe & Osaka
TILAWA	10,000	22nd March	S'hai, Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENSHANE	23rd Mar.	GLENBOY	7th April
GLENAPP	1st April	GLENSEAN	4th May
CARMARTHENSHIRE	15th April	CARMARTHENSHIRE	1st June

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone: Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN-ORIENTAL LINE, Ltd.**"CHANGTE" & "TAIPING"**

THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sailing hence on or about
TAIPING	17th March	26th March
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**
Tel. C. 36. Agents.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "JASON"	via Suez Canal	19th Mar.
S.S. "CITY OF RANGOON"	via Suez Canal	27th Mar.
S.S. "CA. CHAS."	via Suez Canal	9th April
S.S. "LANGTON HALL"	via Suez Canal	23rd April

Calls at New York first.

Passengers proceed via Suez Canal or Panama Canal at their option Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
JARDINE MATHESON & Co. Ltd., CANTON

**SAILINGS SUBJECT TO ALTERATION.**

SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America U. S. 14 (U. S. 1420, U. 1440)

IYO MARU ... Tuesday, 16th Mar. at 11 a.m.
SHIDZUKA MARU ... Wednesday, 31st Mar.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

SUWA MARU ... Saturday, 13th Mar. at 11 a.m.
FUSEIMI MARU ... Saturday, 27th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 24th Mar. at 11 a.m.
AKI MARU ... Wednesday, 21st Apr.

NEW YORK and/or BOSTON via PANAMA.

MAYEASHI MARU ... Saturday, 20th Mar.
LIBBON MARU ... Saturday, 24th Apr.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Friday, 23rd Apr.
BOMBAY via Singapore & Colombo.

BENGAL MARU ... Tuesday, 23rd Mar.

TOYOOKA MARU ... Monday, 29th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

NAGATO MARU ... Saturday, 20th Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 18th Mar.

SHANGHAI, KOBE & YOKOHAMA.

SHINYO MARU ... Friday, 12th Mar.

MITO MARU ... Tuesday, 16th Mar.

TSUSHIMA MARU ... Thursday, 18th Mar.

KANAGAWA MARU ... Saturday, 20th Mar.

KITANO MARU ... Tuesday, 23rd Mar.

For further information apply to—
Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sails 15th Mar.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRA" ... Sails about 13th Mar.
S.S. "FIUME-L" ... Sails about 7th Apr.
M.V. "VIMINALE" ... Sails about 5th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails about 29th Mar.
S.S. "ROSANDRA" ... Sails about 12th Apr.
S.S. "FIUME-L" ... Sails about 3rd May.
M.V. "VIMINALE" ... Sails about 31st May.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 31st Mar.
S.S. "UMSINGA" ... Sails from Colombo 12th Apr.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Telephone Central 1030. Agents.

**SERVICES CONTRACTUELS**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g. & sailing for S'hai & Japan	Prob. Sailing from H'g'ong for M'las
PORTHOS			16th Mar.
ANDRE LEBON			30th Mar.
PAUL LECAT	12th Feb.	16th Mar.	13th Apr.
AMBOISE	26th Feb.	31st Mar.	27th Apr.
ANGERS	12th Mar.	13th Apr.	11th May
AMAZONE	26th Mar.	27th Apr.	25th May
D'ARTAGNAN	9th Apr.	11th May	8th June

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A. Class } 1st Class £95.0.0 } B. Class 1st Class £83.0.0
Steamers } 2nd Class £68.0.0 } Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BEATS)
S.S. "LT. ST. LOUBERT-BIE" from Dunkirk, L'don, Havre is due to arrive about 22nd Mar.

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Goods not cleared by the 16th March, 1926, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 15th March, 1926 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by.

JAVA-CHINA-JAPAN LINE

General Agents.

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No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.

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All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

